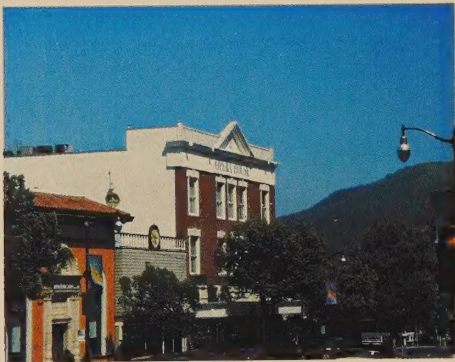




# GENERAL PLAN 2 0 0 0

**Town of  
Los Gatos**





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# Town of Los Gatos General Plan 2000

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# Town of Los Gatos General Fund 2000

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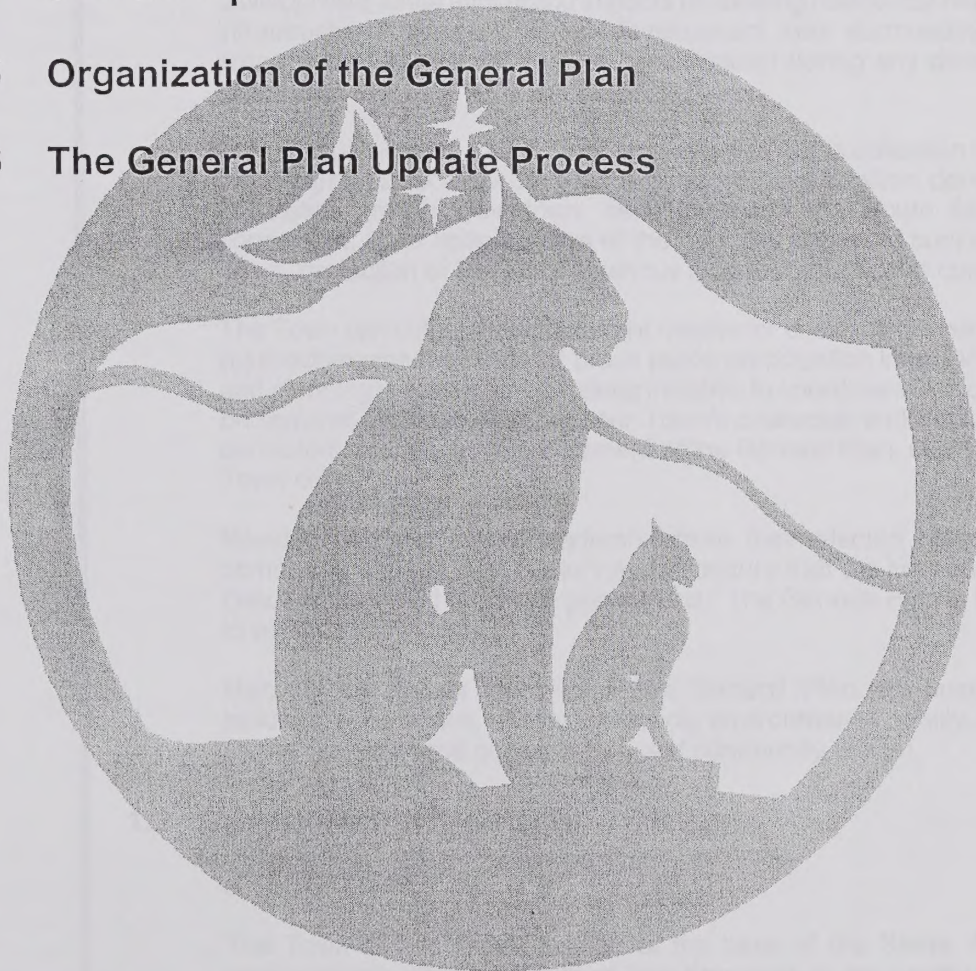


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# **GENERAL PLAN CHAPTER 1:**

## ***Introduction***

- 1.1 Visions for Los Gatos
- 1.2 Background & History
- 1.3 What Makes Los Gatos Special?
- 1.4 Use & Purpose of General Plan
- 1.5 Organization of the General Plan
- 1.6 The General Plan Update Process



# GENERAL PLAN CHAPTER 1: Introduction

- 1.1 Vision for Los Gatos
- 1.2 Background & History
- 1.3 What Makes Los Gatos Special?
- 1.4 Use & Purpose of General Plan
- 1.5 Organization of the General Plan
- 1.6 The Role of the General Plan





# 1.0 Introduction

## 1.1 VISION FOR LOS GATOS

Los Gatos is home. It is the type of community people want to live in because they feel a sense of belonging. When residents drive south on Highway 17, cross over Route 85, see the beautiful Town of Los Gatos nestled at the base of the Santa Cruz Mountains they know they are home. Los Gatos is an oasis of calm within one of the major economic engines in the world, Silicon Valley. People feel safe here. The Town provides excellent schools, beautiful parks, a wonderful Downtown, diverse shopping experiences, and an accessible and responsive government.

Los Gatos is a truly special place and residents want to protect their community from the increasing development pressures of the region. Residents expect all new development to fit into the fabric of the community and demand that new businesses enhance their high quality of life. Residents make it clear when development projects fail to meet their expectations. Proposed development projects are held to a higher standard and what is approved in other communities may not be acceptable in Los Gatos. New development must keep pace with the community's needs and must reflect the community's values. The next ten years will be a crucial time in the evolution of Los Gatos. Extreme care must be used in approving all new development applications. The impacts of new development must be evaluated in light of the development's overall community benefit. In addition, the benefit of new development must be measured against the ability of the proposed development and its architectural style to harmonize with existing development while minimizing impacts on existing residential neighborhoods and infrastructure. Support of new development from surrounding residents and property owners will be a major consideration during any development review process.

Preserving the small-town character of Los Gatos is a collection of related issues, including human scale of development, historic preservation, density and intensity, population growth, downtown, development in the Route 85/North 40 area, congestion, open space, views of the hills, the nature of businesses located in Town, protection of the Town's various neighborhoods, and community design.

The Town can utilize three important means for ensuring the continuity of values: (a) providing mechanisms for broad public participation in government in general and planning in particular, (b) taking initiative to coordinate with other jurisdictions on regional issues that impact our Town's character and quality of life, and (c) consistent and resolute enforcement of the General Plan, specific plans, and the Town code.

Residents expect strong leadership from their elected officials to guide the community into the next century and to ensure that the high quality of life in Los Gatos is protected for future generations. The General Plan is the Town's guide to achieve this vision.

Many of the issues identified in the General Plan are sustainability issues, including open space, hillside protection, environmental quality, natural plant and animal life, resource conservation, and community design.

## 1.2 BACKGROUND AND HISTORY

### A. LOCATION:

The Town of Los Gatos nestled at the base of the Sierra Azules is located approximately 60 miles south of San Francisco in the southwestern portion of Santa Clara County where the Santa Clara Valley meets the lower slopes of the





*One early business, the Macabee Gopher Trap Co. remains and is still doing business from its original location on Loma Alta Avenue.*

Los Gatos "is a fascinating microcosm of Western American small town history and architecture. Its local government, participated in by an inexhaustible pool of incredibly diverse, caring, broad-minded, opinionated and intelligent citizens, is one of the last bastions of participatory small town democracy. .... Its inhabitants, past and present, are full of civic mindedness, vociferous opinions, educational achievements, eccentricities and character. Most people love to visit Los Gatos." Kathy Morgan; Los Gatos Observed



Santa Cruz Mountains. Los Gatos is bounded by the City of San Jose to the north and east, the City of Campbell to the north, the Cities of Monte Sereno and Saratoga to the west, and unincorporated County of Santa Clara and the County of Santa Cruz to the south.

The Los Gatos Planning Area encompasses a wide variety of terrain, ranging from flat topography at the edge of the valley floor to densely wooded hillsides. Both the valley and hillsides are interspersed with creeks, streams and riparian habitat. The sharp contrast between the valley floor and the hillsides provides the Town's picturesque background.

## **B. HISTORY:**

Los Gatos is one of Santa Clara County's oldest communities. In 1840, the Mexican government granted a land patent for a 6,600 acre rancho to Sebastian Peralta and Jose Hernandez. Los Gatos was originally named *La Rinconada de Los Gatos* (Cat's Corner) by early settlers due to the screams of mountain lions prowling in the night. In 1868 100 acres of the rancho was selected as a town site. The Town was incorporated in 1887 and by 1890 the Town's population had grown to 1,652. When the first General Plan was adopted in 1963 the Town had grown to an area of approximately 4,000 acres, or 6.3 square miles, with a population in excess of 11,750. At the time the first General Plan was revised in 1971 the Town had grown to an area of 9 square miles with a population of 24,350. In 1984 Los Gatos covered approximately 10 square miles and had a population of 27,820 persons. Today (2000) the Town has a population of 30,274 in a 14 square mile area. While most of the growth through the 1970's was due to new development, most of the growth in the 1980's and 1990's was due to annexations, in-fill development and changing demographics.

The Town originally developed at a distance from other population centers and therefore evolved as an independent community having residential, commercial and industrial areas. The economics of the Town have changed from the wheat farming, milling, logging, orchard and cannery businesses in the 19<sup>th</sup> and early 20<sup>th</sup> centuries to the suburban, "high tech", visitor destination businesses of today. The railroad also played a major role in the growth and development of the Town, Los Gatos was either the terminus of the railroad or the transition point from standard to narrow gauge at more than one time during the railroad's operation. The climate and easy access by rail from San Francisco made Los Gatos an early tourist destination. Today, the Town is situated within the largest metropolitan area of northern California, and is closely tied to Silicon Valley and its fast paced economy. Los Gatos, however, retains a mix of residential, commercial and light industrial uses, still attracts visitors, and continues to retain its small town image.

Los Gatos prides itself as a "self contained community". Over 300 businesses serve the residents and act as a destination point for visitors who are attracted to its restaurants, hotels and variety of shops within a pedestrian oriented downtown setting. The Town is also an "inclusive" community with the full mix of ages, family sizes and incomes. Los Gatos has many parks and greenbelt areas, as well as a vibrant downtown area. Downtown Los Gatos is listed on the National Register of Historic Places and is the model of what communities strive to achieve in a downtown.

Los Gatos is a General Law Town with a five-member Council and an annually rotating Mayor's position.

## **1.3 WHAT MAKES LOS GATOS SPECIAL?**

What makes Los Gatos special is its small town atmosphere, strong sense of place, varied architecture, reminders of the past, traditions, unique physical setting, good schools, low crime rate, and the concerned and involved people who make up the community. The desire to protect the Town's high quality of life is demonstrated by extensive citizen participation in many service groups and community issues.



While residents may disagree over specific issues, they share a common vision of the future of Los Gatos. Residents are adamant in their desire to maintain a high quality of life and preserve the character of the Town. The overall community consensus is that Los Gatos:

- ☐ Be a full-service community that is also environmentally sensitive;
- ☐ Maintain a balanced, well-designed mix of residential, commercial, service and open space uses, fostering a pedestrian-oriented community with a small town, village-like character;
- ☐ Support an active business community that provides a wide variety of goods and services and a broad range of employment opportunities, minimizing the need to travel to other communities;
- ☐ Provides a well-run, efficient municipal government that is fiscally healthy, with high levels of public safety, recreational, art and cultural amenities and that is committed to high quality education.

The Town has an eclectic mix of building styles. It is a unique combination of old and new that is indicative of a community that has evolved over a period of time. The Town's architecture ranges from a few homes built in the 1850's through a beautifully preserved mix of Victorian cottages and craftsman bungalows, some Victorian and Art Deco commercial buildings, post World War II ranch houses and post modern homes and commercial buildings from more recent decades. The Town demonstrates that it is possible to value innovation while appreciating and preserving the past.

#### 1.4 USE AND PURPOSE OF THE GENERAL PLAN (Reorganized)

The role of each community's general plan is to act as a constitution for development, the foundation upon which all land use decisions are to be based. Land use decisions encompass not only zoning, but circulation, design, open space and other factors. The plan is a policy document to assist and guide local decision makers. To be considered consistent with the General Plan, a project must not only be consistent with the Land Use Plan, it must also further the goals of all elements of the General Plan and meet the intent of its policies.

The Town of Los Gatos is always evolving with new opportunities to mold the future character of the Town, while preserving the best of its past and present. The Los Gatos General Plan addresses the issues that are important to consider in the ongoing development of our community. The plan explains how our natural resources and physical features are to be maintained and enhanced, and directs how we incorporate them into in-fill projects, new projects and our community investments. The General Plan also identifies land uses and their distribution.

The General Plan is used by the Town Council and Planning Commission to evaluate land use changes, make funding and budget recommendations and decisions, and to evaluate specific development proposals. Town staff uses the Plan to regulate building and development and to make recommendations on projects to the Planning Commission and Town Council. The Plan is also used by residents, neighborhood groups and developers to understand the Town's long-range plans and to evaluate specific development proposals.

A General Plan is a legal document that must meet specific State requirements for content. The Los Gatos General Plan meets or exceeds the requirements of the California Government Code. The Plan is an integrated, internally consistent statement of the official land use policy for the Town of Los Gatos and the Town's Sphere of Influence (SOI). The Plan addresses each issue prescribed by State law as it applies to Los Gatos. The Plan contains land use and circulation maps. It also contains text that identifies goals, sets forth policies and standards, and identifies implementation strategies.

*"Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning."  
(Government Code Section 65300)*





Goals are ultimate purposes expressing community values toward which the Town will direct effort. Policies are statements of principle or guiding action that imply a clear commitment and a direction that the Town elects to follow in order to meet its goals and objectives. Implementing strategies are programs, procedures, strategies or techniques carried out in response to adopted policy to achieve a specific goal or objective.

The California Environmental Quality Act (CEQA) requires all state and local government agencies to consider the environmental consequences of projects over which they have discretionary authority. The State CEQA Statutes Section 21065 defines a project as "an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment". Therefore, the Town of Los Gatos, as the lead agency, was required to prepare and certify an Environmental Impact Report (EIR) for the General Plan 2000.

The General Plan 2000 EIR is a public document that assesses the overall environmental effects of the General Plan 2000 at a program level of detail and indicates ways to reduce or avoid possible environmental damage. The Program EIR generally analyzes the broad environmental effects of the General Plan 2000, and provides a baseline, or "first tier," against which future projects implemented under General Plan 2000 build-out are evaluated. Where subsequent CEQA documentation is required for a future project under General Plan 2000 build-out, the Town must implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site-specific issues that can not otherwise be addressed at a program or policy level of analysis.

The EIR is intended to be used as a companion document with the General Plan 2000. Mitigation measures identified in the EIR have been included as policies or implementing strategies in the General Plan 2000. Additional mitigation measures not included in the General Plan 2000 are also identified in the EIR (refer to Section 2 of the EIR, which provides a composite list of all environmental mitigation measures for the General Plan 2000).

## 1.5 ORGANIZATION OF THE GENERAL PLAN

The last comprehensive update of the General Plan was completed in 1985. Subsequent to 1985 the Town adopted the Route 85 and Vasona Light Rail Element in 1994 and the revised Housing Element was certified by the State of California in 1997. As part of this revision all elements have been reviewed, revised, reorganized and reformatted. Although the Town is considered "built out," the policies regarding growth and development within the community have remained generally consistent with the 1985 Plan. This General Plan includes the seven mandated elements and three permissive elements listed below:

|   |                                |              |
|---|--------------------------------|--------------|
| • | <b>Land Use</b>                | Section 2.0  |
| • | <b>Housing</b>                 | Section 3.0  |
| • | <b>Circulation</b>             | Section 4.0  |
| • | Route 85 and Vasona Light Rail | Section 5.0  |
| • | <b>Open Space</b>              | Section 6.0  |
| • | <b>Conservation</b>            | Section 7.0  |
| • | <b>Noise</b>                   | Section 8.0  |
| • | <b>Safety</b>                  | Section 9.0  |
| • | Community Design               | Section 10.0 |
| • | Human Services                 | Section 11.0 |

*The mandatory elements are shown in bold print*



## 1.6 THE GENERAL PLAN UPDATE PROCESS

The Los Gatos Town Council formed the first of two General Plan Task Forces in June 1997, for the purpose of reviewing, identifying, and setting priorities for problems and issues with the General Plan and the Downtown and Hillside Specific Plans. Members were selected from neighborhoods throughout the Town, including County "pockets", to ensure a diverse range of viewpoints.

Task Force I participated in a variety of activities and exercises designed to promote communication, build consensus, and produce a comprehensive review of the Town's planning documents. Task Force I met six times over a seven month period to discuss the General Plan and Specific Plans. Members complete extensive study assignments resulting in the collection of a considerable amount of data. Issues were either identified for early action or needing further study. Task Force meetings were open to the public.

Task Force I presented the results of their activities in a Final Report that was submitted to the Town Council on January 26, 1998.

The Council subsequently appointed a second 30 member Task Force which met for seven months. The charge of the Task Force II was to determine how the General Plan should address the issues identified by Task Force I. Task Force II was also asked to provide the General Plan Committee with input on the Draft General Plan and Hillside Specific Plan. Task Force II broke issues down into six major issue groups for discussing purposes and developed a list of policies and policy issues that were distributed to the General Plan Committee beginning in November 1998.

The charge of the Council for Task Force I and II did not include the North Forty, the Los Gatos Boulevard Plan, or the Housing or Vasona/Route 85 Elements of the current General Plan.







## ***GENERAL PLAN CHAPTER 2: Land Use Element***

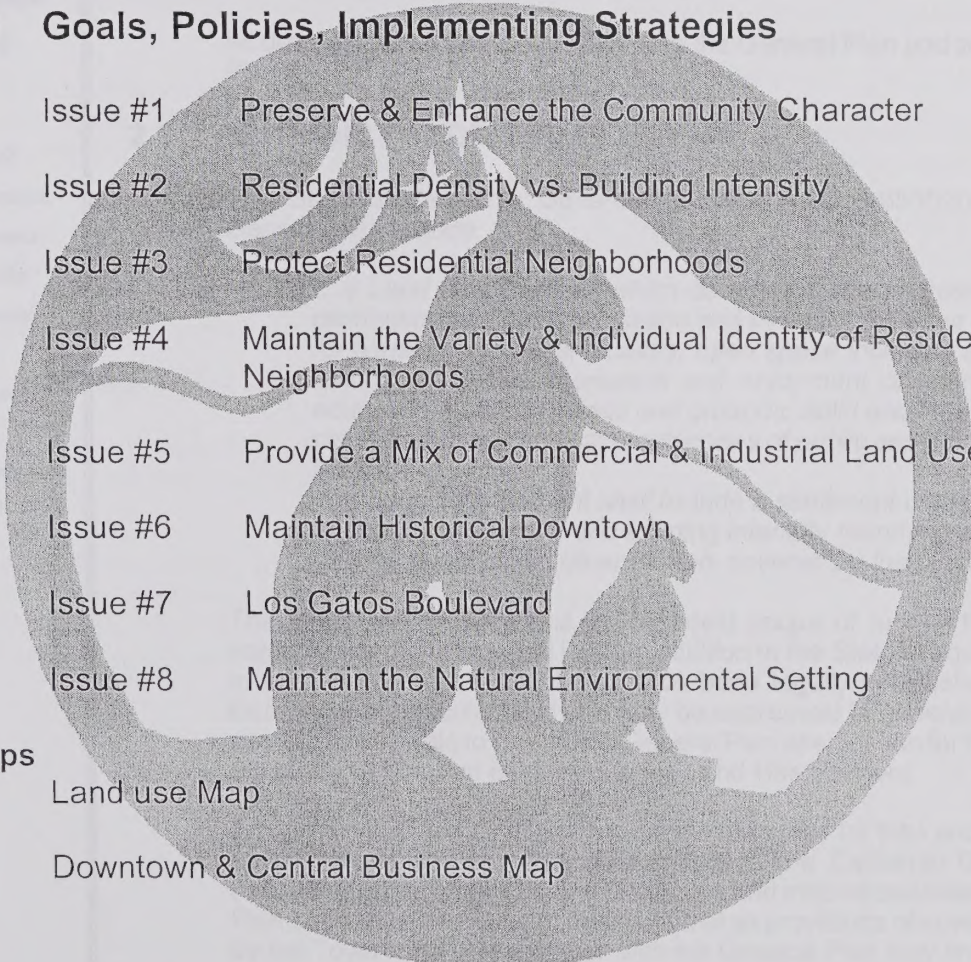
### **2.1 Introduction**

### **2.2 Authority for the Element**

### **2.3 Relationship of Land Use to other Elements and Plans**

### **2.4 Land use Designations**

### **2.5 Goals, Policies, Implementing Strategies**

- 
- |          |                                                                         |
|----------|-------------------------------------------------------------------------|
| Issue #1 | Preserve & Enhance the Community Character                              |
| Issue #2 | Residential Density vs. Building Intensity                              |
| Issue #3 | Protect Residential Neighborhoods                                       |
| Issue #4 | Maintain the Variety & Individual Identity of Residential Neighborhoods |
| Issue #5 | Provide a Mix of Commercial & Industrial Land Uses                      |
| Issue #6 | Maintain Historical Downtown                                            |
| Issue #7 | Los Gatos Boulevard                                                     |
| Issue #8 | Maintain the Natural Environmental Setting                              |

#### **Maps**

Land use Map

Downtown & Central Business Map





## 2.0 LAND USE

### 2.1 INTRODUCTION

The Land Use Element is the framework of the General Plan. It correlates goals and policies from all the other mandatory and optional elements into a single section. The patterns of development activity and land uses are set forth that will support and enhance the character of the Town. Although, in the eyes of the law, all General Plan elements are of equal importance, the Land Use Element is the most frequently used and referenced section of the General Plan.

Los Gatos is a mature, predominantly built-out community. Many believe there is little room for growth or change in the physical environment. However, land use is dynamic and change is constant from within and without. Controlling change in an effort to maintain our quality of life is a challenge. Disagreements arise when specific development applications are considered or in an overall discussion of growth. Reaching a consensus on issues relating to development is difficult at best, if not impossible.

The Land Use section identifies Issues, Goals, Policies and Implementing Strategies to be used by citizens, staff and decision-makers to ensure that Los Gatos remains special. This section incorporates related issues including traffic and circulation patterns, growth, development, maintenance of neighborhoods and protection of the natural environment. It is not simply a statement of land use patterns typically addressed in a Land Use Element of a General Plan, but rather an overall statement of the use of land and its effects upon the physical environment of the Town of Los Gatos.

All development must comply fully with the General Plan and applicable Specific Plans.

### 2.2 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(a) requires that a General Plan include:

*"...a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land.*

*The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."*

The Land Use Element has the broadest scope of any of the State required components of the General Plan. In addition to the State's requirements set forth in the Government Code, it has also been legally established that, while the location of a particular land use may be expressed in general terms, a property owner must be able to identify the General Plan designation for his/her parcel from the land use diagram contained in the Land Use Element.

Among the important implementation mechanisms for the Land Use Element are specific plans and the Zoning Ordinance. The California Government Code requires that the Town's Zoning Ordinance and map be consistent with its General Plan Land Use Element and map, and that all provisions of specific plans adopted by the Town must be consistent with the General Plan they implement.

*"We're special. We demand quality of life. "...we are victims of our vitality and risk losing the charm and feel that makes Los Gatos such a special place. Whether it is intensification of uses that make the parking situation increasingly difficult, the encroaching of mass and scale on our homes and views, or just the loss of peace and quiet, we are undeniably experiencing communal stress."*

*Mayor Jan Hutchins*  
January 1999 State of the  
Town Speech





## *Land Use Consistency*

### *Transportation Element*

### *Housing Element*

### *Safety Element*

### *Land Use Element*

### *Conservation Element*

### *Open Space Element*

### *Land Use Element*

### *Community Design Element*

Specific Plans  
The Los Gatos Hillside  
Specific Plan was  
adopted jointly by the  
Town and Santa Clara  
County in 1978 and  
1979 respectively.

## 2.3 RELATIONSHIP OF LAND USE TO OTHER ELEMENTS AND OTHER PLANS

As the framework element of this General Plan, the Land Use Element relates directly to all goals and policies of the other elements and unifies the General Plan by providing the overall policy context for the other elements.

- ☐ The Land Use Element addresses circulation by setting out, in its map and policies, the location and size of all roadways in the Town coordinated with the land uses the roads will serve. It also notes the planned capacities of all other infrastructure systems that will be necessary to protect the health and welfare of the Town's citizens.
- ☐ The location, type and density of residential units is a key component of the Land Use Element. The Housing Element uses the density ranges specified in the Land Use Element to identify sites to meet the Town's housing needs.
- ☐ The mandates of the Safety Element are reflected in the designation and location of land use, the permitted activities within designated areas, and the patterns of land use that support defensible space, the Town's contingency plan, and fire and other hazard mitigation.
- ☐ The Land Use Element addresses buffers between noise sensitive uses and noise sources
- ☐ The Town conserves resources through policies for the wise use of land, water, and energy.
- ☐ Air quality is improved by land use patterns that minimize vehicle travel internal to the Town.
- ☐ The Conservation Element goals address protecting and enhancing the natural environment. Programs that retain natural features such as tree preservation, limited grading and water conservation maintain the natural character of Los Gatos.
- ☐ The Open Space Element refers to the location, character and use of parks, recreational facilities and preserved, unimproved land.
- ☐ Land use designations protect and preserve open spaces.
- ☐ The Land Use Element reflects the Town's high priority for quality design
- ☐ Preserving historical buildings, limiting the size of houses and careful design of new in-fill developments protect the built-out character of Los Gatos.
- ☐ California State law requires that all specific plans and zoning regulations be consistent with the General Plan. The Hillside Specific Plan, the North Forty Specific Plan, the Redevelopment Plan and other plans that may be adopted as deemed necessary from time to time will be consistent with this General Plan.





## Residential Uses



## Density Ranges

HR-1: 1 - 2.5 acres/ dwelling  
HR-2.5: 2.5 - 10 acres/dwelling  
HR-5: 5 - 40 acres/dwelling  
HR-20: 20 - 160 acres/dwelling  
Los Gatos Town Code

## 2.4 LAND USE DESIGNATIONS

The land use designations serve as a guide to land use potential and must be considered in conjunction with the goals and policies of this General Plan, adopted specific plans, zoning ordinances, development guidelines, regulations and review procedures. The following land use designations appear on the Land Use Map.

### 2.4.1. The following definitions pertain to residential land uses as designated on the Land Use Plan (Figure 2.2).

The designated density ranges express the extreme limits of net densities that are reasonable and desirable for the various areas within the Town boundaries and Sphere of Influence. Determining precise density on any property is a function of subsequent implementation. There is no guarantee that any individual project will be able to achieve the maximum density. Minimum densities are intended to be a floor, except in the event of conflicts with other elements of the General Plan.

Population density standards are expressed in terms of persons per acre (i.e. the product of the number of dwelling units per acre multiplied by the number of persons per dwelling unit). Persons per dwelling unit is assumed to be 3.5 persons for the Hillside and Low Density Residential designations and 2.0 persons for all other residential land uses. Since the number of persons per dwelling unit varies from household to household and may also change over time, the population density standards indicated below must be considered fairly general and flexible.

- a. HILLSIDE RESIDENTIAL: 0-1 Dwellings per net acre  
Up to 3.5 persons/acre

The Hillside Residential designation provides for very low density, rural type, large lot or cluster, single-family residential development that is compatible with the unique mountainous terrain and its vegetation.

- b. LOW DENSITY RESIDENTIAL: 0-5 Dwellings per net acre  
Up to 17.5 persons/acre

The Low Density Residential designation provides for single-family residential properties located on generally level terrain. It encourages single-family residential development in either standard development established by traditional zoning or by innovative forms obtained through planned development.

- c. MEDIUM DENSITY RESIDENTIAL: 5 - 12 Dwellings per net acre  
Up to 24 persons/acre

The Medium Density Residential designation provides for multiple-family residential, duplex, and/or small single family homes.

- d. HIGH DENSITY RESIDENTIAL: 12 - 20 Dwellings per net acre  
Up to 40 persons/acre

The High Density Residential designation provides for more intensive multi-family residential development. Its objective is to provide quality housing in close proximity to transit or a business area.

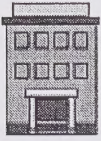
- e. MOBILE HOME PARK: 5-12 Dwellings per net acre  
Up to 24 persons/acre

The Mobile Home Park designation provides for mobile home parks. The intent is to provide and preserve Mobile Home Parks as a source of affordable housing.





## Non-Residential Uses



- 2.4.2. The following definitions pertain to non-residential land uses as designated on the Land Use Plan (Figure 2.2).

For non-residential categories, the specific uses mentioned are illustrative only. Restrictions on building intensity are indicated by the allowed land coverage or floor area ratio (FAR) and the maximum height limit. In addition all non-residential land uses are limited by the capacity of the circulation system and available parking. In addition, subject to public review, residential development may be allowed above or behind commercial uses in most of these designations as long as sufficient on-site parking is available for residents without reducing parking available for businesses.

- a. OFFICE PROFESSIONAL: Up to 50% land coverage  
35 foot height limit

The Office Professional designation provides for professional and general business offices. This designation applies to various locations throughout the Town, often in close proximity to neighborhood or community oriented commercial facilities or as a buffer between commercial and residential uses. The intent of this designation is to satisfy the community's need for general business and professional services and local employment.

- b. CBD - CENTRAL BUSINESS DISTRICT: .6 FAR  
45 foot height limit

The CBD designation applies exclusively to the downtown. This designation:

- ☐ Encourages a mixture of community-oriented commercial goods, services and lodging, that is unique in its accommodation of small town style merchants and the maintenance of a small town feel and character;
- ☐ Maintains and expands landscaped open spaces and mature tree growth without increasing setbacks;
- ☐ Integrates new construction with existing structures of historical or architectural significance and emphasizes the importance of the pedestrian.

- c. MIXED USE COMMERCIAL: Up to 50% land coverage  
35 foot height limit

The Mixed Use Commercial designation permits a mixture of retail, office, residential in a mixed use setting, along with lodging, service, auto related businesses, non-manufacturing industrial uses, recreational uses and restaurants. Project designs shall maintain the small town, residential scale and natural environments of adjacent residential neighborhoods. Projects developed under this designation shall be designed to provide prime orientation to the major arterial street frontage and proper transitions and buffers to any adjacent residential property. This designation should never be interpreted to allow development of independent commercial facilities with principal frontage on the side streets.

- d. NEIGHBORHOOD COMMERCIAL: Up to 50% land coverage  
35 foot height limit

The Neighborhood Commercial designation provides for necessary day-to-day commercial goods and services required by the residents of the adjacent neighborhoods. This designation encourages concentrated and coordinated commercial development at easily accessible locations.





- e. SERVICE COMMERCIAL: Up to 50% land coverage  
35 foot height limit

The Service Commercial designation provides for service businesses necessary for the conduct of households or businesses, such as auto repair, building materials sales, paint suppliers, janitorial services, towing businesses, contractors offices and yards, laundry and dry cleaners,, etc. as well as wholesaling and warehousing activities.

- f. LIGHT INDUSTRIAL: Up to 50% land coverage  
35 foot height limit

The Light Industrial designation provides for large-scale office developments and selected, well controlled, research and development, industrial park-type and service oriented light industrial uses that are subject to rigid development standards. These uses should respond to community or region-wide needs.

- g. PUBLIC

The Public designation identifies public facilities in the Town such as the Civic Center, court house, schools, parks, libraries, hospitals, churches, and fire stations.

- h. AGRICULTURE

The Agricultural designation identifies areas for the production of commercial agricultural crops.

- i. OPEN SPACE

The Open Space designation identifies the location of public parks, open space preserves, private preserves and stream corridors.

## 2.5 GOALS, POLICIES, IMPLEMENTING STRATEGIES

### ISSUE: 1

Los Gatos is distinctive. The small town heritage, natural setting and architectural diversity make our town unique. Preserving these attributes is important to this community. New development should be well-designed to preserve and enhance these attributes. Historic buildings should be preserved.

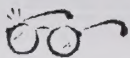
#### Goal:

- L.G.1.1 To preserve, promote, and protect the existing small town character and quality of life within Los Gatos.

#### Policies:

- L.P.1.1 Development shall be of high quality design and construction, a positive addition to and compatible with the Town's ambiance. Development shall enhance the character and unique identity of existing commercial and/or residential neighborhoods.
- L.P.1.2 Encourage developers to engage in early discussions regarding the nature and scope of the project and possible impacts and mitigation requirements. These discussions should occur as early as possible in the project planning stage, preferably preceding land acquisition.

*Preserve and  
Enhance the  
Community  
Character*



*Community  
Design Element  
Issue 1 - Design*





  
Conservation  
Element

  
Community  
Design Element  
Issue 3 - Historic

- L.P.1.3 Encourage economic and social activity consistent with a small-scale, small town atmosphere and image.
- L.P.1.4 Preserve and promote existing commercial centers consistent with the maintenance of a small-scale, small-town atmosphere and image.
- L.P.1.5 Preserve existing trees, natural vegetation, natural topography, and riparian and wildlife habitats, and promote tasteful, high quality, well designed, environmentally conscious and diverse landscaping in new and existing developments.
- L.P.1.6 Encourage mixed use development consisting of residential above or behind non-residential uses in commercial areas.
- L.P.1.7 In-fill projects shall contribute to the further development of the surrounding neighborhood (e.g. improve circulation, contribute to or provide neighborhood unity, eliminate a blighted area, not detract from the existing quality of life).
- L.P.1.8 In-fill projects shall be designed in context with the neighborhood and surrounding zoning with respect to the existing scale and character of surrounding structures, and should blend rather than compete with the established character of the area.
- L.P.1.9 Preserve and protect historic structures including those that have been designated or are contributors in existing historic districts. Use special care in reviewing new buildings or remodels in the vicinity to address compatibility issues and potential impacts.
- L.P.1.10 Continue the Town's careful and proactive historic preservation programs, tempered with compassion and understanding of the property owners' needs, desires and financial capabilities.



- L.P.1.11 Encourage private/public funding, development and operation of cultural amenities, activities and centers consistent with the small town character of Los Gatos.
- L.P.1.12 When the deciding body's decision on a zoning approval is based on assumptions derived from the applicant's promises and/or description of the proposal, those assumptions should become conditions of the approval.
- L.P.1.13 Cooperate with the County of Santa Clara to encourage the annexation of unincorporated islands into the Town. The Town will not require the





installation of curbs, gutters, sidewalks, or street lights as a condition of annexation nor will these improvements be imposed on annexed areas after annexation unless the residents of the area request such improvements and are willing to participate in the cost of such improvements. This does not prevent the Town from requiring such improvements as a condition of approval of any zoning or subdivision approval if such conditions are normally made on those items and the improvements would be in keeping with the neighborhood.

- L.P.1.14 Achieve compliance with Town ordinances and regulations through education, incentives, and other proactive measures in addition to issuing citations, collecting fines or other punitive measures.
- L.P.1.15 Recognizing that our ability to preserve our small town character is somewhat dependent on decisions in surrounding communities, take initiative to coordinate and cooperate with other jurisdictions in the region with respect to land use, transportation, and hillside development.

#### **Implementing Strategies:**

- L.I.1.1 Architectural Standards/Design Criteria: Use adopted architectural standards and design criteria to review development proposals. Periodically review architectural standards and design guidelines and update as necessary for completeness, clarity, and effectiveness.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.1.2 Neighborhood Meetings: Prepare and distribute with project application information describing guidelines for conducting neighborhood meetings and criteria for reporting the results of neighborhood meetings.

Time Frame: On-going  
Responsible Party: Planning

- L.I.1.3 In-fill project/Community Benefit: Applicants for in-fill projects shall demonstrate that the project has a strong community benefit.

Time Frame: On-going  
Responsible Party: Planning

- L.I.1.4 In-fill project/Community Benefit: The deciding body shall make specific findings of community benefit before approving any in-fill project.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.1.5 Traffic Impact Policy: Review development applications for consistency with the required findings for Traffic Impact Policy.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Deciding Body

- L.I.1.6 Code Compliance: Maintain a Code Compliance function to effectively enforce the land use regulations in the Town Code.

Time Frame: On-going  
Responsible Party: Planning





L.I.1.7 Code Compliance: Town staff will identify major violations (illegal units, sign violations, illegal uses, tree removals, grading violations, etc.) without waiting for public complaint. Town staff will act on minor violations (illegally parked cars, boats, trailers, and campers, etc.) based on public complaints. Additional violations that may be observed during investigation of a complaint will also be acted upon.

Time Frame: On-going  
Responsible Party: Planning

L.I.1.8 Community Benefit: Amend the Town Code to include a definition of "Community Benefit" that clearly differentiates it from exactions.

Time Frame: 2000-2005  
Responsible Party: Planning and Town Attorney

L.I.1.9 Historic Preservation: Study amending the Town Code to require proposed developments that are otherwise exempt from historic review but that might have an impact on sites of designated or suspected historic significance, be referred to the Historic Preservation Committee for review and opinion.

Time Frame: 2002-2005  
Responsible Party: Planning and Town Attorney

L.I.1.10 Zoning Code Update: Perform an audit of the Zoning Code to eliminate outdated sections and insure that all regulations are consistent with this General Plan.

Time Frame: 2000-2002  
Responsible Party: Planning and Town Attorney

L.I.1.11 Mixed Use Overlay Zone: Complete a study to analyze a "mixed use" zone or overlay that will include a variety of businesses with differing activity cycles to provide interest and destination points to the residents.

Time Frame: 2002-2005  
Responsible Party: Planning

L.I.1.12 F.A.R.: Complete a study to analyze whether lot coverage regulations in commercial and industrial zones should be replaced or augmented with floor area ratios (F.A.R.).

Time Frame: 2002-2005  
Responsible Party: Planning

L.I.1.13 Community Education: Continue to educate the general community as to quality design and planning practices by sponsoring community forums with expert speakers, design charrettes and seminars.

Time Frame: On-going  
Responsible Party: Planning

L.I.1.14 Story Poles: Require the installation of story poles prior to the approval of new development as required by Town resolution.

Time Frame: On-going  
Responsible Party: Planning





*Residential  
Density vs  
Building  
Intensity*

- L.I.1.15 Continue and expand Town participation in planning processes and decisions in neighboring jurisdictions and regional bodies in order to develop innovative, effective, and coordinated land use, transportation, and hillside development plans and standards that will help preserve our small town character.

Time Frame: On-going  
Responsible Party: Planning and Town Council

- L.I.1.16 Complete a study with broad public participation to identify effective ways to invite and increase public participation in the planning process.

Time Frame: 2001 - 2002  
Responsible Party: Planning

- L.I.1.17 Task Forces : Use task forces, ad hoc committees and other means as appropriate to involve residential and commercial interests in Town matters.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.1.18 Planning Information: Place on the Town's web site the General Plan, specific plans, the zoning code, the Boulevard Plan, design guidelines and other planning documents.

Time Frame: On-going  
Responsible Party: Planning

## ISSUE 2

As land prices have increased, lot sizes have become smaller while house sizes have expanded. This intensity of land use gives the impression of a higher density than actually exists.

### Goals:

- L.G.2.1 To limit the intensity of new development to a level consistent with surrounding development and with the Town at large.
- L.G.2.2 To reduce the visual impact that new construction and/or remodeling has on our town and its neighborhoods.
- L.G.2.3 To preserve the quality of the personal open space (yards) throughout the town.

### Policies:

- L.P.2.1 Review all development applications in light of the overall mass and scale of the development.
- L.P.2.2 Balance size and number of units to achieve appropriate (limit) intensity.
- L.P.2.3 Encourage basements and cellars to provide "hidden" square feet in-lieu of visible mass.
- L.P.2.4 Increase building setbacks as mass and height increase.





**Implementing Strategies:**

- L.I.2.1 Maximum Floor Area: Set a maximum total floor area for new subdivisions and planned developments as part of the approval process.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.2.2 Relate Yards to Building Height: Research increasing yard setback regulations to include considerations for building height.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- L.I.2.3 BMP Program: Study amending the BMP program to set the required number of units based on the total square footage of a project in addition to the requirement based on a percentage of the number of units.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- L.I.2.4 Maximum House Size: Consider a maximum house size regulation that incorporates various methods for limiting house size.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- L.I.2.5 Open Space: Consider specifying the type and increasing the quantity of open space required for new developments.

Time Frame: 2000 - 2005  
Responsible Party: Planning and Deciding Body

- L.I.2.6 Limit Floor Area Increase: Limit the amount of increase in the floor area of the remaining units in a project, when the number of units is reduced as part of the development review process.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.2.7 Building Height: Consider amending the Zoning Code to reduce the maximum allowable building height.

Time Frame: 2000 - 2005  
Responsible Party: Planning

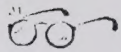
**ISSUE: 3**

Residential neighborhoods in Los Gatos are attractive and well-maintained. Planning for neighborhood preservation and protection is one of the most important purposes of the Town's General Plan. Maintaining neighborhood quality requires: conservation of existing housing, good street design, minimizing and controlling traffic in residential neighborhoods and development review that adheres to quality design. Factors such as the introduction of new or excessive traffic, existing substandard infrastructure or economic pressures may cause disruption of neighborhoods.

*Protect  
Residential  
Neighborhoods*





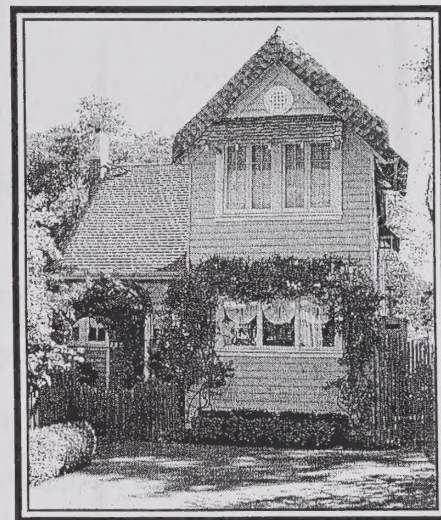


**Goal:**

- L.G.3.1 To maintain the existing character of residential neighborhoods by controlling development.

**Policies:**

- L.P.3.1 Protect existing residential areas from pressures for non-residential development.
- L.P.3.2 Consider nonresidential activity in residential areas only when the character and quality of the neighborhood can be maintained.
- L.P.3.3 Protect existing residential areas from adjacent nonresidential uses by assuring that buffers are developed and maintained. Buffers shall be required as conditions of approval and may consist of landscaping, sound barriers, building setbacks or open space.
- L.P.3.4 Prohibit uses that may lead to deterioration of residential neighborhoods, or adversely impact the public safety or the residential character of a residential neighborhood.
- L.P.3.5 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.
- L.P.3.6 Develop and implement appropriate traffic controls to protect residential neighborhoods from the impacts of through traffic such as safety hazards, speeding, noise, and other disturbances.
- L.P.3.7 Allow development only with adequate physical infrastructure (e.g., transportation, sewers, utilities, etc.) and social services (e.g., education, public safety, etc.)
- L.P.3.8 Discourage corridor lots.
- L.P.3.9 Allow alternative uses of sites and facilities of schools, subject to conditions that will protect the surrounding neighborhood.
- L.P.3.10 Allow redevelopment of unused school sites commensurate with the surrounding residential neighborhood and availability of services
- L.P.3.11 Demolitions: In order to reduce land fill, conserve resources, and preserve neighborhood character, demolitions shall be discouraged and applicants shall submit structural reports to determine whether the demolition of any principle structure is justified.





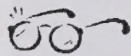
### Implementing Strategies:

- L.I.3.1 Architectural Standards/Design Criteria: Use adopted architectural standards and design criteria to review development proposals.
- Time Frame: On-going  
Responsible Party: Planning and Deciding Body
- L.I.3.2 In-fill Projects/Community Benefit: Applicants for in-fill projects shall demonstrate that the project has a strong community benefit.
- Time Frame: On-going  
Responsible Party: Planning
- L.I.3.3 In-fill Projects/Community Benefit: The deciding body shall make specific findings of community benefit before approving any in-fill project.
- Time Frame: On-going  
Responsible Party: Planning and Deciding Body
- L.I.3.4 Demolition of Historic Structures: Refer zoning approvals with demolition of historic structures to Historic Preservation Committee.
- Time Frame: On-going  
Responsible Party: Planning
- L.I.3.5 Traffic Impact Policy: Review development applications for consistency with the required findings for Traffic Impact Policy.
- Time Frame: On-going  
Responsible Party: Planning, Engineering and Deciding Body
- L.I.3.6 Planned Developments: Study the appropriateness of permitting Planned Development applications on parcels smaller than 40,000 square feet.
- Time Frame: 2000 - 2005  
Responsible Party: Planning
- L.I.3.7 Standards for Non-residential Uses: Develop standards for traffic, noise, intensity and overall size for non-residential uses in residential zones.
- Time Frame: 2000 - 2005  
Responsible Party: Planning
- L.I.3.8 Periodic Review of CUP's: The conditional use permit approvals for marginal/alternative (non-residential) uses in residential zones shall be periodically reviewed by the Planning Commission for any adverse impacts, nuisances or any required modifications.
- Time Frame: On-going  
Responsible Party: Planning Commission





*Maintain the  
Variety and  
Individual  
Identity of  
Residential  
Neighborhoods*



*Housing Element  
& Community  
Design Element  
Issue 3 - Historic*



- L.I.3.9 Corridor Lots: Corridor lots may only be considered if the use of a corridor lot decreases the amount of public street required for the subdivision, contributes to the surrounding neighborhood, and is in context with the existing scale and established character of the neighborhood. The subdivider must also demonstrate that the use of a corridor lot benefits surrounding properties.

Time Frame: On-going  
Responsible Party: Planning

- L.I.3.10 Story Poles: Require the erection of story poles prior to the approval of new development.

Time Frame: On-going  
Responsible Party: Planning

#### ISSUE: 4

One of Los Gatos' most outstanding assets is the visual diversity of its individual neighborhoods. Development represents a variety of architectural styles from various eras, embodying a variety of sizes, design features, and building materials resulting in neighborhoods with their own unique identity. Unique districts or neighborhoods can be the product of an underlying theme or character (e.g. architectural, cultural, or historical) or can be created by physical barriers (e.g. hillsides, freeways or major streets).

##### Goal:

- L.G. 4.1 To preserve and enhance existing community and neighborhood character and sense of place.

##### Policies:

- L.P.4.1 Continue to encourage a variety of housing types and sizes that is balanced throughout the Town and within neighborhoods and that is also compatible with the character of the surrounding neighborhood.
- L.P.4.2 Ensure that new development is a positive addition to the Town's environment and does not detract from the nature and character of appropriate nearby established development.
- L.P.4.3 Maintain the character and identity of existing neighborhoods. New construction, remodels, and additions shall be compatible and blend with the existing neighborhood.
- L.P.4.4 Avoid Demolitions. If allowed, the replacement house should be similar in size and scale as the original and maintain the neighborhood character.
- L.P.4.5 Maintain the Town's capacity to meet its housing needs as identified in the Housing Element.
- L.P.4.6 Preserve and protect historic structures and use special care in reviewing new buildings or remodels in their vicinity to address compatibility issues and potential impacts.
- L.P.4.7 Continue the Town's careful and proactive historic preservation programs, tempered with compassion and understanding of the property owners' needs, desires and financial capabilities.



### Implementing Strategies:

- L.I.4.1 Letters of Justification: Require applicants to submit letters of justification to show how new residential development contributes to the balance of types and sizes.

Time Frame: On-going  
Responsible Party: Applicant and Deciding Body

- L.I.4.2 Development Review: Review development proposals against adopted Residential Design Standards.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.4.3 Maintain Neighborhood Character: The deciding body shall use F.A.R. and adopted residential design guidelines to maintain existing neighborhood character.

Time Frame: On-going  
Responsible Party: Planning and Historic Preservation Committee



- L.I.4.4 Demolition of Historic Structures: Refer zone change and planned development applications that may result in the demolition of historic structures to the Historic Preservation Committee for review and recommendation.

Time Frame: On-going  
Responsible Party: Planning and Historic Preservation Committee

- L.I.4.5 In-fill Findings: Review development applications for consistency with the required findings for In-Fill Policy.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.4.6 Traffic Impact Findings: Review development applications for consistency with the required findings for Traffic Impact Policy.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body



- L.I.4.7 Winchester Boulevard Rezoning: Consider amending the General Plan's Land Use Element and the Zoning Code to preserve the existing residential uses along Winchester Boulevard between Shelburne Way and Pleasant View.
- Time Frame: 2000 - 2005  
Responsible Party: Planning
- L.I.4.8 Neighborhood Specific Design Standards: Prepare residential design standards that are neighborhood specific to protect the unique character of various neighborhoods throughout the Town.
- Time Frame: 2000 - 2005  
Responsible Party: Planning and Architectural Standards Committee
- L.I.4.9 Design Standards: Prepare design standards for replacement single family dwellings that replicates the size, scale and mass of the original structure.
- Time Frame: 2000 -2005  
Responsible Party: Planning and Architectural Standards Committee
- L.I.4.10 New Historic and Conservation Districts: Identify, survey and adopt new historic districts.
- Time Frame: 2000 - 2005  
Responsible Party: Planning and Historic Preservation Committee
- L.I.4.11 Identify Alternative Sites to Meet Housing Needs: The Housing Element assumes that sites designated medium and high density residential will be developed at the upper end of the density range. Whenever the Town approves a development at a lower density on one of these sites, one or more other sites should be identified to maintain the Town's capacity to meet its housing needs as identified in the Housing Element, subject to neighborhood compatibility and mitigation of traffic impacts.
- Time Frame: On-going  
Responsible Party: Planning and Deciding Body
- L.I.4.12 Story Poles: Require the erection of story poles prior to the approval of new development.
- Time Frame: On-going  
Responsible Party: Planning
- L.I.4.13 Update Design Guidelines: Update and revise the adopted Residential Design Guidelines and consider incorporating illustrations.
- Time Frame: 2000 - 2005  
Responsible Party: Planning
- L.I.4.14 Update the General Plan's Housing Element after the demographic breakouts of the 2000 census are available.
- Time Frame: 2001 - 2003  
Responsible Party: Planning and Community Services





*Provide a Mix of  
Commercial &  
Industrial Land  
Uses to Maintain  
a Full-Service  
Town*

**ISSUE: 5**

It is important to the economic vitality of the Town and to the general benefit of the residents that goods and services are readily available to the citizens of Los Gatos. If a full range of goods and services are not provided sales tax "leakage" will occur, reducing the Town's fiscal stability.

**Goals:**

- L.G.5.1 To provide residents with adequate commercial and industrial services.
- L.G.5.2 To maintain a balanced, economically stable community within environmental goals.

**Policies:**

- L.P.5.1 Maintain a variety of commercial uses (a strong downtown commercial area combined with Los Gatos Boulevard and strong neighborhood commercial centers) to meet the shopping needs of residents and to preserve the small-town atmosphere.
- L.P.5.2 Encourage a mix of retail, office and professional uses in commercial areas, except in the Central Business District where retail should be emphasized.
- L.P.5.3 Require full public review for commercial development to ensure compatibility with adjacent neighborhoods and the Town.
- L.P.5.4 Encourage existing light industry and service commercial uses to remain or be replaced with similar uses.
- L.P.5.5 Encourage the development and retention of locally-owned stores and shops.
- L.P.5.6 Encourage development that maintains and expands resident-oriented services and/or creates employment opportunities for local residents consistent with overall land use policies of the Town.
- L.P.5.7 Only allow land uses for which public costs can be justified by overall community benefit.
- L.P.5.8 "Broadening the tax base" shall never be the sole reason for allowing new commercial development or approving a change in a commercial land use.
- L.P.5.9 Retail sales tax "leakage" should be kept to a minimum by providing in-town convenience and comparative shopping opportunities.

**Implementing Strategies:**

- L.I.5.1 Revise CUP Table: Study Conditional Use Permit Table to determine if any changes (deletions or additions) need to be made to list of uses. Considerations should include factors such as size of building and/or floor space occupied, traffic generation and whether the use would dictate a "trademark" style of building.

Time Frame: 2000 - 2005  
Responsible Party: Planning, Town Manager and the Chamber of Commerce





*Maintain the  
Historical  
Downtown*

L.I.5.2 Early Review: Encourage applicants to submit applications to the Conceptual Development Advisory Committee prior to a formal development application submittal.

Time Frame: On-going  
Responsible Party: Planning

L.I.5.3 Permit Streamlining: Maintain the Town's permit streamlining program.

Time Frame: On-going  
Responsible Party: All Departments

L.I.5.4 Information Handouts: Develop handouts and informational materials for use by residents and businesses.

Time Frame: On-going  
Responsible Party: Planning, Building and Engineering

L.I.5.5 North 40 Specific Plan: Zoning shall be changed as part of development applications to provide consistency with the Vasona Light Rail and Route 85 Element and other elements of this General Plan and with any future specific plan prepared for this area.

Time Frame: On-going  
Responsible Party: Applicants

L.I.5.6 Identify Needed Businesses: In cooperation with the Chamber of Commerce, the Town should identify those businesses that are needed in the Town, and actively recruit those businesses.

Time Frame: On-going  
Responsible Party: Town Manager, Redevelopment Agency and the Chamber of Commerce

L.I.5.7 Fiscal Impacts: Review the fiscal impacts/benefits that proposed projects will have on the Town and local school districts.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

**ISSUE: 6**

Downtown Los Gatos is the historic heart of the Town. It is the center of the Town's government services and sets the spirit and style of the whole Town. Downtown is unique in Silicon Valley in its architecture, historic small town mixture of goods and services, pedestrian scale and integration of commercial and residential uses. Convenient access and adequate parking are important to the vitality of the downtown, but must be balanced with maintaining the small town character.

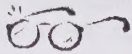
**Goals:**

L.G.6.1 To maintain the historic character of the downtown.

L.G. 6.2 To preserve downtown Los Gatos as the historic center of the Town with goods and services for local residents while maintaining the existing Town identity, environment and commercial viability.







*Community Design  
Element*

*Issue 3 - Historic*

*Preservation*

*Issue 4 - Downtown*

**Policies:**

- L.P.6.1 Encourage the preservation, restoration, rehabilitation, reuse and maintenance of existing buildings.
- L.P.6.2 Encourage the development and retention of small businesses and locally-owned stores and shops that are consistent with small town character and scale.
- L.P.6.3 Consider outdoor seating in restaurants/coffee shops only when the historic character and quality of the Downtown and adjacent neighborhoods can be maintained.
- L.P.6.4. Establish and maintain strong boundaries between the CBD and adjacent residential neighborhoods.
- L.P.6.5 Recognize and encourage the different functions, land use patterns, and use mixes of the various commercial areas within the downtown. This includes:
- ☐ The pedestrian scale, specialty orientation of the CBD.
  - ☐ The convenience shopping land use pattern of areas north of Saratoga Avenue to about Blossom Hill Road.
  - ☐ The mixed use commercial activities along Santa Cruz Avenue and the service commercial activities along University Avenue between Andrews, Roberts, and Blossom Hill Roads.
- L.P.6.6 Encourage mixed uses to increase residential opportunities in commercial zones.

**Implementing Strategies:**

- L.I.6.1 Threshold Floor Area: Study amending the Town Code to establish a threshold floor area that would require a conditional use permit for new businesses.

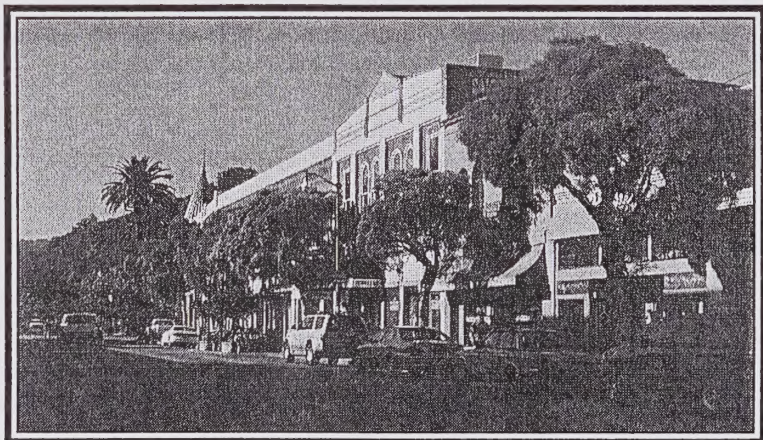
Time Frame: 2000 - 2005

Responsible Party: Planning

- L.I.6.2 Commercial Rent Mediation: Study whether some form of commercial rent mediation would benefit the community by protecting small businesses and locally owned shops.

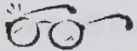
Time Frame: 2000 - 2005

Responsible Party: Planning





## Los Gatos Boulevard

  
Vasona Light  
Rail/Route 85  
Element  
Sub-area 4



### ISSUE: 7

Los Gatos residents want to develop Los Gatos Boulevard as a distinct place that enhances the quality of life of the people of Los Gatos through its beauty, economic vitality, and community. Community opinion expressed during the development and adoption of the Los Gatos Boulevard Plan stated that the land uses along Los Gatos Boulevard should create a shopping experience and destinations that complement the characteristics of Downtown.

#### Goals:

- L.G.7.1 To provide a transition from higher intensity uses at the north end of Los Gatos Boulevard at Lark Avenue to existing residential uses at the south end of Los Gatos Boulevard.
- L.G.7.2 To provide clear direction to potential developers.
- L.G.7.3 To encourage redevelopment, possibly including appropriate and compatible re-zoning, of parcels that are experiencing a high vacancy rate.
- L.G.7.4 To promote commercial activity that complements the whole Town.
- L.G.7.5 To provide a dependable source of income, employment opportunities, goods and services.
- L.G.7.6 To encourage a mixture of uses along Los Gatos Boulevard, including where appropriate, mixed-use parcels that are compatible with surrounding uses.
- L.G.7.7 To provide for uses with a family and resident orientation.
- L.G.7.8 To encourage pedestrian amenities, scale, and design.

#### Policies:

- L.P.7.1 New development must be designed in order to minimize adverse impacts upon adjacent residential areas.
- L.P.7.2 Encourage mixed uses to increase residential opportunities in commercial zones.
- L.P.7.3 Retain and enhance auto dealerships.
- L.P.7.4 Auto related uses currently existing shall be allowed to remain indefinitely.
- L.P.7.5 New and relocating auto-related businesses shall be located a) north of Los Gatos - Almaden Road, b) adjacent to existing auto dealerships, or c) on a vacant site previously used for permitted auto sales.
- L.P.7.6 Neighborhood commercial, multi-family residential and office uses shall be concentrated south of Los Gatos - Almaden Road.
- L.P.7.7 Uses on Los Gatos Boulevard south of Shannon Road shall be residential or office; existing non-residential uses shall not be intensified and existing vacant property and residential uses shall be developed as Single Family Residential.



- L.P.7.8 Commercial and mixed use development north of Lark shall be in keeping with the Vasona Light Rail and Route 85 Element, the North 40 Specific Plan (when adopted) and shall provide/incorporate Boulevard, Downtown and regional transit access accordingly.
- L.P.7.9 Establish and maintain strong boundaries between the commercial uses along Los Gatos Boulevard and adjacent residential neighborhoods.
- L.P.7.10 New landscaping, streetscape as well as new development shall be designed to encourage pedestrian use.

**Implementing Strategies:**

- L.I.7.1 Commercial Image: Work with existing auto dealers and other commercial property owners and merchants to develop an appropriate commercial image specifically for Los Gatos Boulevard.

Time Frame: 2000 - 2005  
Responsible Party: Town Manager and Chamber of Commerce

- L.I.7.2 Development Review Process: Revise the development review process for exterior improvements to existing buildings to allow approval by staff subject to compliance with Los Gatos Boulevard Design Standards.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- L.I.7.3 Architectural Standards/Design Criteria: Use adopted Los Gatos Boulevard Design Standards to review development proposals.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- L.I.7.4 Land Use Policy: Develop land use policy to provide clear direction to potential developers.

Time Frame: 2000 - 2005  
Responsible Party: Planning and Town Council

- L.I.7.5 Los Gatos Boulevard Plan: Implement the Los Gatos Boulevard Plan.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Public Works

- L.I.7.6 Promotional Sales Activities: Allow auto dealers and other commercial property owners and merchants to conduct occasional promotional sales activities with a "festival" atmosphere with appropriate restrictions to reduce traffic congestion and impacts on neighboring commercial and residential uses.

Time Frame: On-going  
Responsible Party: Planning

- L.I.7.7 Pedestrian/Bike Links: Provide more pedestrian/bike areas and links to adjacent residential areas to foster neighborhood use of commercial centers.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Public Works





*Maintain the  
Natural  
Environmental  
Setting*

*Conservation &  
Open Space Elements*

*Community Design  
Element  
Issue 2 - Hillsides*



L.I.7.8 North of Los Gatos-Almaden Road: Encourage new or relocating auto-related businesses to relocate to available property north of Los Gatos-Almaden Road.

Time Frame: On-going  
Responsible Party: Town Manager, Planning and Chamber of Commerce

L.I.7.9 Seven Mile Reservoir: Explore use of "air space" over Seven Mile Reservoir for landscaped passive open space.

Time Frame: 2000 - 2005  
Responsible Party: Planning, Parks and Public Works

L.I.7.10 South of Los Gatos-Almaden Road: Encourage replacement of vacated business south of Los Gatos-Almaden Road with neighborhood commercial, multi-family, or office uses.

Time Frame: On-going  
Responsible Party: Planning

#### ISSUE: 8

Los Gatos is outstanding in its respect for the natural environment. The Santa Cruz Mountains are a major natural feature and form the backdrop for Los Gatos. Maintaining the tree cover, the creeks, streams and riparian corridors, and accommodating wildlife is a major part of the community's identity.

#### Goals:

- L.G.8.1 To preserve the natural topography and ecosystems within the Town's Sphere of Influence.
- L.G.8.2 To promote a sustainable community by protecting environmental needs without compromising the ability of future generations to meet their needs.

#### Policies:

- L.P.8.1 Preserve the Town's distinctive and unique environment by preserving and maintaining the natural topography, wildlife and vegetation and by mitigating and reversing the harmful effects of traffic congestion, pollution and environmental degradation on our urban landscape.
- L.P.8.2 Limit hillside development to that specified in the Hillside Specific Plan. Minimize development and enhance the rural atmosphere and natural plant and wildlife habitats in the hillside.
- L.P.8.3 Preserve and protect the natural states of the Santa Cruz Mountains and surrounding hillsides by, among other things, discouraging development on and near the hillsides as well as development that blocks the views of the hillsides.
- L.P.8.4 Emphasize preserving the natural land forms by minimizing grading. Grading should be limited only to the area needed to place the main house on the property.
- L.P.8.5 Allow development only if it is environmentally suitable to such use.



- L.P.8.6 Preserve existing creeks and riparian habitat in as natural state as possible.
- L.P.8.7 When a development project is adjacent to a creek, the approval shall include a condition that the creek be dedicated to the Town in fee with a maintenance easement granted to the Santa Clara Valley Water District.
- L.P.8.8 Existing specimen trees shall be preserved and protected as a part of any development proposal.
- L.P.8.9 Encourage innovative and efficient management of natural resources.
- L.P.8.10 Limit hillside development to that which can be safely accommodated by our rural two lane roads.
- L.P.8.11 Encourage the use of scenic easements to preserve viewsheds.
- L.P.8.12 Work with Santa Clara County to ensure that projects developed in the County meet Town policies and standards, do not induce further development, and do not unduly burden the Town.



#### Implementing Strategies:

- L.I.8.1 Grading Permits: Require Architecture and Site approval for grading permits.  
Time Frame: On-going  
Responsible Party: Planning and Engineering
- L.I.8.2 Grading Permits: Require grading permits to insure that the grading of slopes and sites proposed for development will be minimized.  
Time Frame: On-going  
Responsible Party: Planning and Engineering
- L.I.8.3 Story Poles: Require the erection of story poles prior to the approval of new development.  
Time Frame: On-going  
Responsible Party: Planning





- L.I.8.4      Limit Impervious Surfaces: Revise Town codes to limit the impervious surfaces in most zones. Alternative materials and designs shall be encouraged for driveways, parking areas and parking lots in all zones except the C-2 zone. Examples include but are not limited to: "ribbon strip" driveways (pavement in tire areas, grass or gravel in the middle), pervious paving material, gravel surface for overflow parking lots. Design parking lots to drain into landscaped areas.
- Time Frame:                      2000 - 2005  
Responsible Party:          Planning and Engineering
- L.I.8.5      Limit Size of Hillside Houses: Amend the Town Code to limit the size of houses in the hillside area.
- Time Frame:                      2000-2001  
Responsible Party:          Planning and Architectural Standards  
                                                 Hillside Committee
- L.I.8.6      Hillside Development Standards: The Town shall continue to work with the County in updating hillside development standards, and annexations shall be encouraged within the Urban Service Boundary.
- Time Frame:                      On-going  
Responsible Party:          Planning
- L.I.8.7      Landscape Design Standards: Prepare landscape design standards that are environmentally conscious, maximize the use of native and drought-tolerant species, and encourage well planned planting schemes, that include appropriate sized plant material in sufficient density to add to the thoughtfulness and beauty of the Town.
- Time Frame:                      On-going  
Responsible Party:          Parks
- L.I.8.8      Open Space: Maximize preservation of open space and scenic vistas by requiring dedications in fee (preferred) or easements and by restricting buildable areas on lots. Where buildable areas are restricted through clustering, planned developments, or other means, these means shall not allow higher overall density on the parcel than would otherwise be allowed by the zoning. Dedications should be made jointly to Town and Mid-Peninsula Regional Open Space District.
- Time Frame:                      On-going  
Responsible Party:          Planning, Engineering and Parks
- L.I.8.9      Open Space: Sponsor an existing agency or create a new agency to encourage private property owners to dedicate open space easements to the Town.
- Time Frame:                      On-going  
Responsible Party:          Town Manager
- L.I.8.10     Hillside Design Standard: Houses shall be designed to step down the contours rather than be designed for flat pads.
- Time Frame:                      On-going  
Responsible Party:          Planning and Architectural Standards Committee





- L.I.8.11 Ridge lines: Review all subdivisions and house plans to avoid having structures project above the ridge lines when seen from the valley floor. Avoid grading that would alter the natural ridge line.
- Time Frame: On-going  
Responsible Party: Planning and Deciding Body
- L.I.8.12 Grading Moratorium: Prohibit grading in hillside areas between October 1 and April 15. Install interim erosion control measures shown on the approved interim erosion control plan by October 1.
- Time Frame: On-going  
Responsible Party: Planning and Engineering
- L.I.8.13 Soils and Geologic Reports: For projects with potential grading, erosion and sediment control problems, soils and geologic reports will be provided during the development review process.
- Time Frame: On-going  
Responsible Party: Planning, Building and Engineering
- L.I.8.14 Geologic Reports: Require geologic reports to specify construction methods to protect the proposed project as well as existing residences in the vicinity from identified hazards.
- Time Frame: On-going  
Responsible Party: Applicant, Planning, Building and Engineering
- L.I.8.15 Environmental Impact Reports: Staff should err on the side of requiring an Environmental Impact Report to ensure adequate consideration of environmental concerns associated with projects.
- Time Frame: On-going  
Responsible Party: Planning
- L.I.8.16 Reverse and prevent harmful development impacts: The Town shall design and implement programs and procedures to mitigate the effects of past developments, and to review and prevent or mitigate the impacts of future development on community sustainability.
- Time Frame: On-going  
Responsible Party: Planning





# Town of Los Gatos

## General Plan

### Legend

-  Town Boundary
-  Urban Services Boundary
-  Sphere of Influence

### Open Space Element

-  Open Space, Mid-Pensula District
-  Agriculture
-  Public

### Land Use Element

-  Hillside Residential - 0-1 du/acre
-  Low Density Residential, 0-5
-  Medium Density Residential, 5-12
-  High Density Residential, 12-20
-  Office Professional
-  Neighborhood Commercial
-  Mixed Use Commercial
-  Service Commercial
-  Central Business District
-  Light Industrial

### Amendments

| RESOLUTION NO. | DATE     | RESOLUTION NO. | DATE | RESOLUTION NO. | DATE |
|----------------|----------|----------------|------|----------------|------|
| 1987-142       | 12/15/97 |                |      |                |      |

THE INTENT OF THE LAND USE DATA, TOGETHER WITH THE MEANING OF ALL SYMBOLS, DELINEATIONS, AND OTHER DESIGNATIONS HEREON ARE EXPLAINED AND GOVERNED BY THE WRITTEN TEXT OF THE GENERAL PLAN WHICH INCORPORATES THIS MAP.



0 0.4 0.8 1.2 1.6 Miles

Santa Clara County







# ***Downtown and Central Business District Map***

Town of Los Gatos

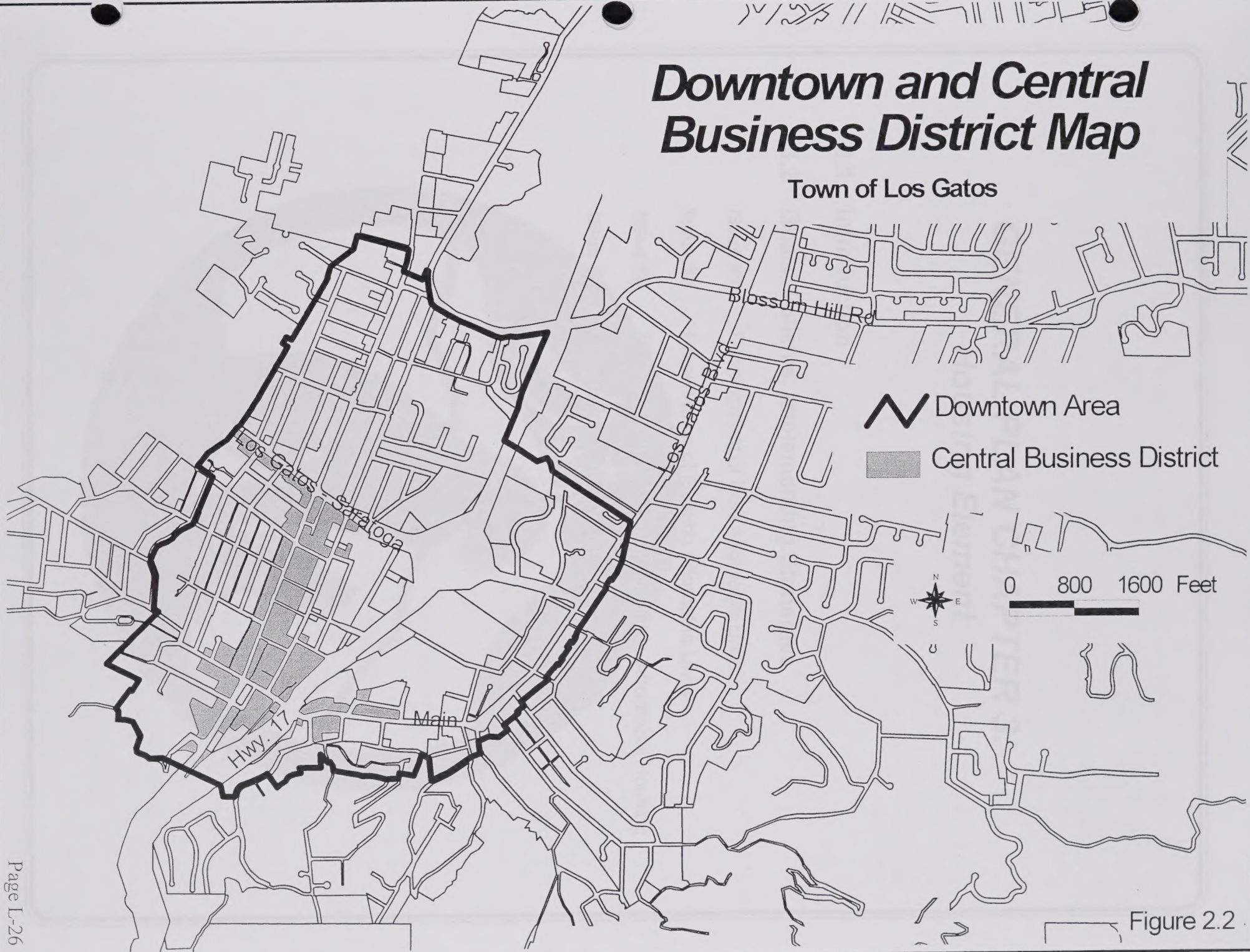


Figure 2.2





Geographical Dictionary  
Geographical Dictionary  
Geographical Dictionary

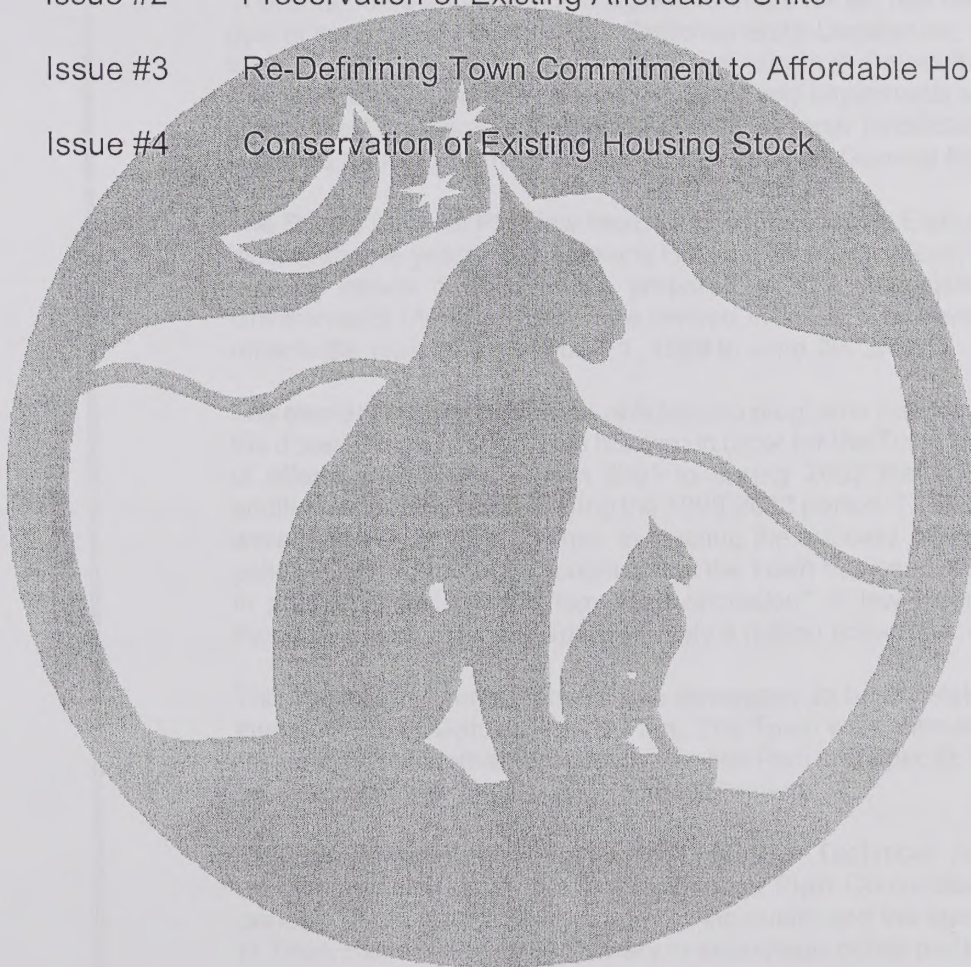


# ***GENERAL PLAN CHAPTER 3:*** ***Housing Element***

## **3.1 Introduction**

## **3.2 Goals, Policies, Implementing Strategies**

- |          |                                                   |
|----------|---------------------------------------------------|
| Issue #1 | Development of New Affordable Units               |
| Issue #2 | Preservation of Existing Affordable Units         |
| Issue #3 | Re-Defining Town Commitment to Affordable Housing |
| Issue #4 | Conservation of Existing Housing Stock            |





# GENERAL PLAN CHAPTER 3: Housing Element

## 1.7 Introduction

## 2.0 Goals, Policies, Implementing Strategies

Section 2.1 Goals and Policies

Section 2.2 Implementing Strategies

Section 2.3 Implementation of the Housing Element





## 3.0 HOUSING

The Housing Element is one of seven required General Plan elements. There are specific guidelines developed by the State of California for subjects that must be included in a Housing Element. These guidelines are identified in Article 10.6 of the State of California Government Code. The 2002 Housing Element was adopted by the Town Council in October 2002, amended in November 2003, and has been certified by the State Department of Housing and Community Development.

### 3.1 INTRODUCTION

The intent of the Town of Los Gatos is to provide adequate housing for Town citizens, regardless of age, income, race, or ethnic background. The Town encourages conservation and construction of housing adequate for future populations and replacement needs, consistent with environmental limitations and in proper relationship to community facilities, open space and transportation and small-town character.

The Housing Element establishes policies that will aid Town officials in daily decision-making and sets forth implementation measures that will assist the Town in realizing its housing goals.

The Housing Element was developed based on the information contained in the Housing Element Technical Appendix, dated September 2002.

"A decent home and suitable living environment for all" has been identified as a goal of the highest priority by the California State Legislature. Recognizing that local planning programs play a significant role in the pursuit of this statewide goal; and to assure that local planning effectively implements statewide housing policy, the Legislature has mandated that all local jurisdictions and counties include a housing element as part of their adopted General Plan.

The State's General Plan law requires that the Housing Element be updated at least every five years. The following Housing Element reflects the 2001 regional housing needs determinations prepared by the Association of Bay Area Governments (ABAG) which were revised in 1995. The revised ABAG needs reflects the period from January 1, 1999 to June 30, 2007.

The element establishes goals, policies and programs that provide incentives for the development of affordable housing in order for the Town to achieve its share of affordable housing. From 2001 to Spring 2002 the Town approved 283 additional housing units. During the 1999-2002 period, 72 units affordable units were built or approved. When evaluating the success of the Town's housing policies, it is important to recognize that the Town has been relatively successful in producing the Town's "fair share allocation" of low income housing even though the cost of land is approximately a million dollars per acre.

The updated Housing Element was developed to be consistent with the other elements of Los Gatos' General Plan. The Town will continue to require that all residential development proposals, General Plan and Specific Plan amendments be consistent with the Town's Housing Element.

The development of the Housing Element Technical Appendix involved numerous meetings of the Town's General Plan Committee over a one year period. These meetings were open to the public and the agendas were posted at Town Hall and the Public Library to encourage public participation.





The review process and adoption of this element included a community meeting, and public hearings of the Planning Commission and Town Council, all of which were open to the public for their input. A 45 day public review period was advertised in the local newspaper (Los Gatos Weekly-Times), as were the community meeting and Planning Commission and Town Council public hearings. All public meeting agendas were posted. Drafts of the Housing Element Technical Appendix were available at Town Hall, the public library and on the Town's web site.

### 3.2 GOALS, POLICIES, IMPLEMENTING STRATEGIES

The following is a summary of the major housing issues identified for the Town of Los Gatos for the 2002-June 30, 2007 time frame. These issues are listed in order of priority with the initial issues being the most significant.



## Adequate sites for housing

#### ISSUE: 1 Adequate Sites for Housing.

The Town needs to provide adequate sites for 125 dwelling units to meet its 2002-2007 Regional Housing Need. The 125 unit estimate includes 59 very low income units and 66 moderate income units. With opportunities to apply Mixed Use or a density bonus, there is sufficient land zoned at appropriate densities with infrastructure available to meet the projected need for very low and moderate income units.

#### Goal:

- H.G.1.1 Expand the choice of housing opportunities for all economic segments of the community through a variety of housing types and sizes, including a mixture of ownership and rental housing.

#### Policies:

- H.P.1.1 Continue to designate sufficient residentially-zoned land at appropriate densities to provide adequate sites to meet Los Gatos' new construction need for 2002-2007.
- H.P.1.2 Maintain and/or adopt appropriate land use regulations and other development tools to encourage the development of affordable housing.





- H.P.1.3 Develop and utilize all available funding resources in order to provide the maximum amount of affordable housing as feasible.

**Implementing Strategies:**

- H.I.1.1 Adequate Land Inventory: The Town will ensure that there is sufficient land available at appropriate zoning categories to meet its need for very low and moderate income households. In order to achieve this, the Town will assess the progress of the development community in providing very low income units during the latter part of 2003. If it appears that an insufficient number of very low, low and moderate income units are being produced, the Town will consider rezoning up to five acres of land within a half mile radius of the future Vasona light rail station to a higher density (refer to the target area map in the Housing Element Technical Appendix).

Time Frame: 2002-2007: Continue to maintain an adequate land inventory that meets 2002-2007 Regional Housing Needs goals.

Late 2003: Evaluate need to rezone up to five acres of vacant or underutilized land to a higher density and/or apply affordable housing overlay zone(s).

Responsible Party: Community Development Department

- H.I.1.2 Density Bonus: Continue to provide up to a 100% density bonus for developments that include housing for elderly, handicapped and/or very low and low-income households. Eligibility requirements are as follows:

- A. All housing projects on lots in excess of 40,000 square feet must be processed as Planned Developments in order to receive a density bonus.
- B. Housing restricted to elderly, handicapped and very low and low income residents shall be eligible for a density bonus up to 100% of the units permitted by the land use designation as shown on the land use plan or any specific plan and incentives based on the State Density Bonus law.
- C. Town density bonuses will also be granted for residential projects that actively facilitate and encourage use of transit or directly provide transit services to residents.
- D. Concessions to the Town's density, traffic and parking regulations may be granted for mixed-use projects that provide residential units in non-residential zones.
- E. BMP (Below Market Price) units are not included when calculating density for a property.

The Town will develop marketing materials that will ensure that Town staff and developers are aware of the various features of the density bonus program.

Time Frame: 2002-2003: Develop marketing materials  
2002-June 30, 2007: Implement program

Responsible Party: Community Development Department





- H.I.1.3 Development Standards: Continue to review and, where feasible, reduce development standards (e.g. parking requirements, open space requirements, etc.) for housing developments that will guarantee affordable units on a long-term basis for low and moderate-income households.

Time Frame: 2002-June 30, 2007

Responsible Party: Community Development Department

- H.I.1.4 Mixed Use Developments: Encourage mixed-use developments that provide affordable housing close to employment centers and/or transportation facilities.

Time Frame: 2002-June 30, 2007

Responsible Party: Community Development Department



- H.I.1.5 Below Market Price (BMP) Program: Continue to implement the BMP Program in order to increase the number of affordable units in the community. Continue policy that BMP units are counted in addition to maximum density allowed on a site. Evaluate changing eligibility criteria to very low and low-income households.

Time Frame: 2002-June 30, 2007

Responsible Party: Community Development Department

- H.I.1.6 Second Unit Program: Revise existing second unit program to encourage the production of more second units on residential parcels. Evaluate existing parking, square footage, transfer of credits, and other requirements to determine whether revisions would encourage the development of more second units.

Time Frame: 2002-2003: Evaluate and Revise Program

2002-June 30, 2007: Implement Program

Responsible Party: Community Development Department

- H.I.1.7 Consistency with Housing Element/Community Benefit: Continue policy that all approvals of residential developments of three or more units must include a finding that the proposed development is consistent with the Town's Housing Element, and addresses the Town's housing needs as identified in the Housing Element. Further, review of potential developments shall include a determination that affordable units provided beyond the minimum BMP requirements are to be considered as a significant community benefit.

Time Frame: 2002-June 30, 2007

Responsible Party: Community Development Department





**Development  
of affordable  
housing for  
lower and  
moderate  
income  
households**

H.I.1.8 Annual Housing Report: Prepare an annual housing report for the review of the Town Council including information on progress made towards achieving new construction need, affordable housing conserved/developed, effectiveness of existing programs and recommendations for improvement. Consult with non-profit providers, special need providers, and other community resources in preparation and evaluation of the report.

Time Frame: 2002-June 30, 2007

Responsible Party: Community Development Department

H.I.1.9 Redevelopment Housing Set-Aside Funds/In-Lieu Fees: Develop a strategy for use of Redevelopment Housing Set-Aside funds and In-Lieu fees from the BMP Program. Consider the needs as identified in this Housing Element (e.g. Preservation of At Risk Units, Development of Units Affordable to Very Low and Low-Income Households, etc.) in the development of funding conditions and incentives.

Time Frame: 2002-January 2003: Develop Funding Strategy

2002-June 30, 2007: Implement Strategy

Responsible Party: Redevelopment Agency

H.I.1.10 Mortgage Credit Certificate (MCC) Program: Continue to encourage Los Gatos households to participate in MCC and other financial assistance programs (e.g. Teacher Mortgage Assistance) provided in the County of Santa Clara.

Time Frame: 2002-June 30, 2007

Responsible Party: County of Santa Clara

Objective: Five households total assisted from 2002-2007

**ISSUE: 2**

**Development of Affordable Housing for Lower and Moderate Income Households.**

The most significant new construction need is housing for very low, low and moderate-income households. Of the 125 projected units needed, all of these units are estimated to be needed to be affordable to very low and moderate-income households.

**Goal:**

H.G.2.1 Preserve existing residential opportunities and encourage additional residential use that is compatible with neighborhood and community.

**Policies:**

H.P.2.1 Encourage the maintenance and improvement of existing housing units.

H.P.2.2 When evaluating new developments, evaluate the impact of development on the Town's jobs/housing ratio.

H.P.2.3 Encourage residential construction that promotes energy conservation.





## Implementing Strategies:

H.I.2.1 Housing Conservation Program: Continue to provide Housing Conservation Program assistance to property owners to improve their housing units. Undertake the following actions to increase program productivity:

- A. Conduct a housing condition survey in neighborhoods with older housing stock.
- B. If needed, redesign program goals and objectives to respond to results of housing condition survey.
- C. Redesign marketing materials and aggressively market program to potential applicants.

Time Frame: 2002-2003: Conduct housing condition survey  
2002-June 30, 2007: Implement program  
Responsible Party: Community Services Department  
Funding Source: CDBG Funds/Redevelopment Funds  
Objective: 10-20 Units Total Rehabilitated from  
2002-2007

H.I.2.2 Home Access Program: Continue to support countywide programs, such as the Home Access Program, that provide assistance with minor home repairs and accessibility improvements for lower-income households.

Time Frame: 2002-June 30, 2003  
Responsible Party: County of Santa Clara

H.I.2.3 Jobs/Housing Balance: As part of the development review process, evaluate applications that have significant number of jobs or housing in regard to the potential impact on the Town's jobs/housing ratio. The objective is to maintain the Town's 2002 ratio of 1.5 jobs per household/housing unit. However, the jobs/housing balance shall not be used as a criteria for denying projects that include affordable housing opportunities.

Time Frame: 2002-June 30, 2007  
Responsible Party: Community Development Department  
Objective: Maintain 1.5 jobs to household/housing unit ratio

H.I.2.4 Energy Conservation Opportunities: Continue to enforce Title 24 requirements for energy conservation and evaluate utilizing some of the other suggestions as identified in Chapter 9 of the Housing Element technical Appendix to encourage developers to exceed Title 24 requirements.

Time Frame: 2002-June 30, 2007  
Responsible Party: Community Development Department

H.I.2.5 Weatherization Program: Support the weatherization program administered countywide by the county of Santa Clara. This program assists the very low-income homeowners with weatherization improvements to their home.

Time Frame: 2002-June 30, 2007  
Responsible Party: Community Development Department





## Preserve affordable housing stock

### ISSUE: 3

#### Conservation of existing housing units.

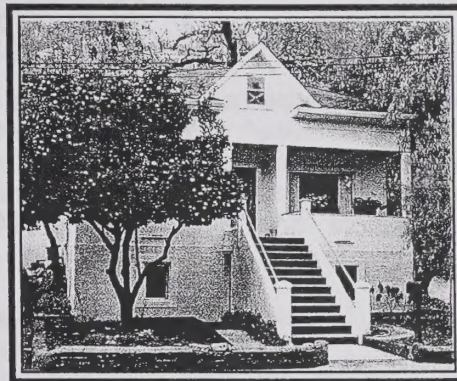
The Town's existing stock of mobile homes and rental units provides an important resource for affordable housing. These units need to be preserved. Further, rehabilitation assistance needs to continue to be made available to property owners of units occupied by lower income households. The Town also needs to conduct a housing condition survey in the older areas of the community in order to determine the extent of need for rehabilitation assistance.

#### Goal:

H.G.3.1 Preserve the existing affordable housing stock

#### Policy:

H.P.3.1 Support preservation and conservation of existing housing units that provide affordable housing opportunities for Town residents and workers and strive to ensure that at least 30% of the housing stock are rental units.



#### Implementing Strategies:

H.I.3.1 Mobile Home Preservation: Preserve mobile homes (150 total) and adopt mobile home park conversion policies to preserve existing housing opportunities and to ensure the provision of affordable units similar to the existing park's unit capacity.

##### Time Frame:

2002-2007: Implement policies

##### Responsible Party:

Community Development Department

##### Objective:

Preserve existing 150 mobile home units

H.I.3.2 Preserve "At Risk" Affordable Housing Units: Monitor the 220 publicly assisted, multi-family housing units in the Town to ensure that they retain their affordability status. These developments include Villa Vasona, The Terraces, Open Doors, Los Gatos Four Plex, 95 Fairview Plaza and the Los Gatos Creek Village Apartments. Develop a strategy to retain affordability of units at Villa Vasona, which is scheduled to have its Section 8 assistance expire in November 2004. A notification procedure for tenants that will be developed cooperatively between the Town and the property owner shall be included in the strategy.

##### Time Frame:

2002-June 30, 2007: Monitor Affordability Status of Developments  
September 2003: Complete strategy to retain affordability status of Villa Vasona

##### Funding Sources:

Redevelopment Housing Set-Aside Funds, CDBG and/or HOME Funds, other Federal and State Funding Resources

##### Responsible Party:

Community Development Department and Redevelopment Agency





## Housing Opportunities

- H.I.3.3 Rental Housing Conservation Program: The Town's existing multi-family, privately owned rental units provide housing opportunities for households of varied income levels. The Town will continue to implement Section 29.20.155 of the Zoning Ordinance that addresses conversions of residential use, Specifically, Section 29.20.155(a)(2) that requires that any proposed conversion satisfy the housing goals and policies as set forth in the General Plan.

Time Frame: 2002-June 30, 2007: Continue Implementation of Conversion Policies  
Responsible Party: Community Development Department

### ISSUE: 4

#### Preservation of "At Risk" Affordable Units.

A significant issue in the 2002-2007 time frame is the expiration of Section 8 subsidies for the Villa Vasona Development. This 107-unit development provides affordable housing to elderly and disabled households. The Town needs to monitor the potential expiration in 2004 of these subsidies and, if needed, develop a strategy to preserve the affordability of the units.

#### Goal:

- H.G.4.1 Ensure that all persons have equal access to housing opportunities.

#### Policies:

- H.P.4.1 Support housing programs that protect individuals' rights.  
H.P.4.2 Continue to provide assistance to service providers of special needs households such as seniors, disabled and homeless.

#### Implementing Strategies:

- H.I.4.1 Rental Dispute Resolution Program: Continue the administration of the Rental Dispute Resolution Program and consider revisions as necessary to make the program as effective as possible in protecting both tenants and landlords.

Time Frame: 2002-2007  
Funding Source: Fees  
Responsible Party: Community Services Department

- H.I.4.2 Santa Clara County Fair Housing Consortium: Support the efforts of the Santa Clara County Fair Housing Consortium, which includes the Asian Law Alliance, Mid-Peninsula Citizens for Fair Housing, Project Fair Sentinel, and the Mental Health Advocate Program. These organizations provide resources for Los Gatos residents with tenant/landlord, housing discrimination and fair housing concerns.

Time Frame: 2002-2007  
Responsible Party: County of Santa Clara Urban County Funds  
Funding Source: Santa Clara County Fair Housing Consortium





- H.I.4.3 Support for Non-Profit Affordable Housing Providers: Recognize and support the efforts of non-profit affordable housing organizations that provide housing services in Los Gatos. Encourage the participation of these providers in developing housing and meeting the affordable housing needs of Los Gatos households. Non-profit groups will be invited to work cooperatively with the Town in developing strategies and actions for affordable housing

Time Frame: 2002-2007

Responsible Party: Community Development Department

- H.I.4.4 Homeless: Increased Range of Housing Opportunities: Continue to support the County of Santa Clara's "Continuum of Care" plan to provide housing opportunities for homeless households' including emergency shelter, transitional housing and permanent affordable housing opportunities.

Time Frame: 2002-2007

Responsible Party: Community Development Department

- H.I.4.5 Disabled: Remove Constraints and Encourage Accessible Housing in Residential Developments: Continue to require "universal design" features in all new residential developments. Adopt Reasonable Accommodations Regulation that will identify those zoning/land use applications where reduced processing time and streamlined procedures would be allowed.

Time Frame: 2003-2004: Adopt Reasonable Accommodations Regulation

Responsible Party: Community Development Department

#### **ISSUE 5:**

#### **Management of Housing Programs and Funds.**

In addition to implementing the identified goals, policies and programs in this element, the Town also has existing programs that need to be managed (e.g. Below Market Price Program) and a significant source of housing funds that needs to be expended (e.g. Redevelopment Housing Set-Aside funds and In-Lieu funds). The Town needs to ensure that there is adequate staff support to manage and implement the proposed 2002-2007 housing strategy.

#### **Goal:**

- H.G.5.1 Provide adequate management and staffing of affordable housing funds and programs.

#### **Implementing Strategy:**

- H.I.5.1 Housing Management: Consider additional staff support for the management and planning of housing programs and funding for the Town.

Time Frame: 2002-2003: Develop recommendation and plan for additional staff support for housing.

Funding Source: Redevelopment Housing Set Aside Funds, Urban County funds

Responsible Party: Community Development Department and Redevelopment Agency





1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1863. It is a very important document, as it contains the President's message to Congress for the year 1863. The letter is written in a formal, official style, and it is signed by Abraham Lincoln.

2. The second part of the document is a letter from the Secretary of the War Department to the Secretary of the Navy Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the Navy for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.

3. The third part of the document is a letter from the Secretary of the War Department to the Secretary of the Treasury Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the Treasury for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.

4. The fourth part of the document is a letter from the Secretary of the War Department to the Secretary of the Interior Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the Interior for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.

5. The fifth part of the document is a letter from the Secretary of the War Department to the Secretary of the State Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the State for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.

6. The sixth part of the document is a letter from the Secretary of the War Department to the Secretary of the Education Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the Education for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.

7. The seventh part of the document is a letter from the Secretary of the War Department to the Secretary of the Agriculture Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the Agriculture for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.

8. The eighth part of the document is a letter from the Secretary of the War Department to the Secretary of the Commerce Department, dated January 1, 1863. It is a very important document, as it contains the Secretary of War's report to the Secretary of the Commerce for the year 1863. The letter is written in a formal, official style, and it is signed by Gideon Welles.



# ***GENERAL PLAN CHAPTER 4:*** ***Transportation Element***

## **4.1 Introduction**

## **4.2 Existing Conditions**

## **4.3 Functional Definition of Streets & Trails**

## **4.4 Goals, Policies, Implementing Strategies**

Issue #1      Efficient, Effective, & Safe Streets

Issue #2      Neighborhood Traffic

Issue #3      Hillside Circulation

Issue #4      Alternatives to the Automobile

Issue #5      Trails & Bikeways

Issue #6      Parking

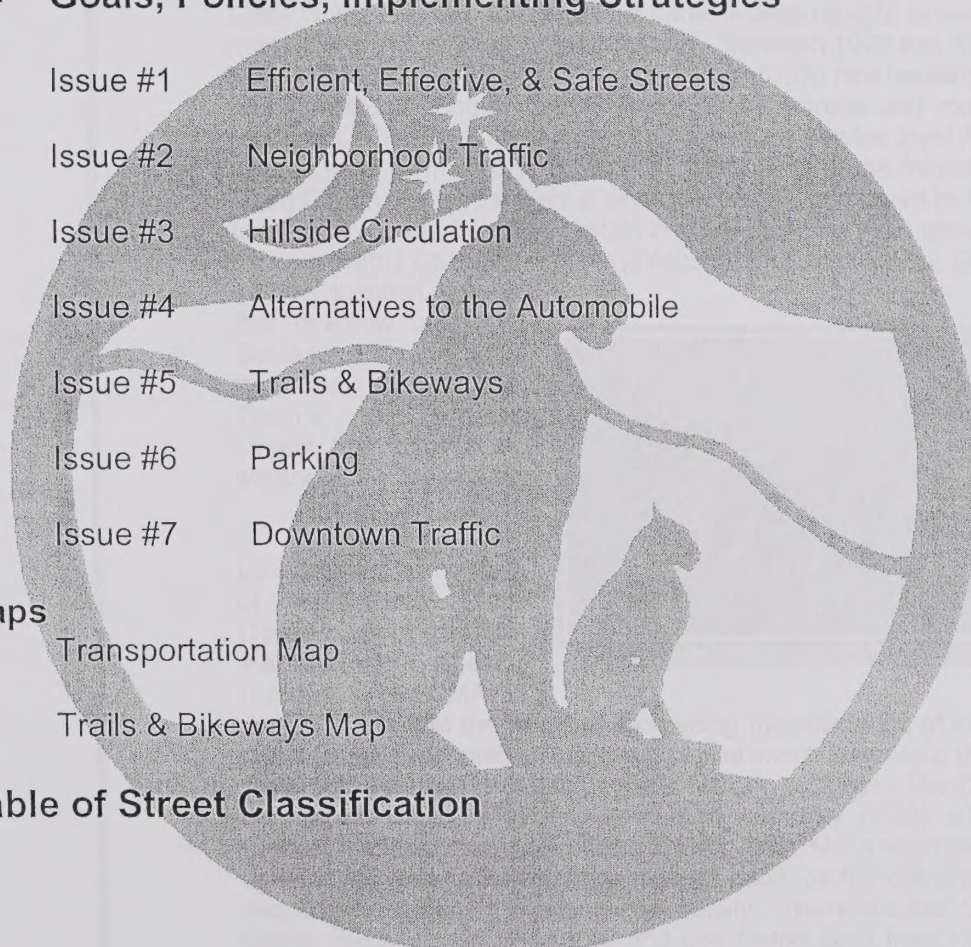
Issue #7      Downtown Traffic

### **Maps**

Transportation Map

Trails & Bikeways Map

### **Table of Street Classification**





# GENERAL PLAN CHAPTER 4 Transportation Element

- 4.1 Introduction
- 4.2 Planning Context
- 4.3 Transportation System of Santa Clara County
- 4.4 Goals, Policies, and Objectives



Table of Contents



# 4.0 TRANSPORTATION

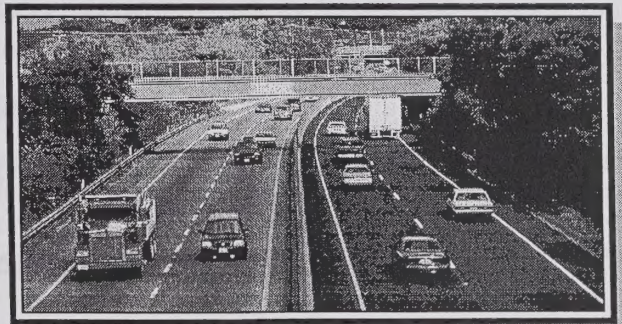
## 4.1 INTRODUCTION

The goal of this element is to provide an integrated transportation system to meet Los Gatos' needs while retaining the Town's character. This element addresses various aspects of transportation including the hierarchy of highways, roadway capacity, hillside circulation, cut-through traffic and public transit. This element also addresses a convenient, safe and accessible trails and bikeways system that promotes alternative modes of transportation such as walking and bicycling. When designing or making improvements to the circulation system, the Town shall conserve prominent land forms, minimize the removal of trees, minimize grading and ensure that proposed infrastructure, parking, and street improvements are well landscaped and compatible with the surrounding neighborhoods and undeveloped areas.

The Issues, Goals, Policies, and Implementation Strategies in the Transportation Element are consistent and interdependent with the other elements of the General Plan. This element meets State requirements for transportation while including the local perspective.

## 4.2 EXISTING CONDITIONS

Los Gatos is part of the Silicon Valley and shares the traffic woes of the valley. Even though Los Gatos' growth rate (1.3%) is less than the growth rate for Santa Clara County (2.1%), the growth in traffic is beginning to exceed the capacity of many highways, roads and local streets. Between 1992 and 1998 Silicon Valley added 230,000 new jobs while only building 45,000 new housing units (5:1). This has resulted in longer commutes for many people and more traffic on the highways. Traffic is measured on a scale from service level A (free flowing) to service level F (most congested). In 1998, 31% of the freeway miles in Santa Clara County were operating at service level "F", compared to 11% in 1995. The congestion on the freeways results in more traffic on local streets as commuters try to avoid the congestion. This is especially difficult for Los Gatos because the Town's location means that overflow trips into Santa Cruz County have to funnel through the Town's 19<sup>th</sup> century streets that cannot be widened (see Table 4.1).



Los Gatos is a member of the Santa Clara County Congestion Management Agency (CMA). The CMA is

designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land-use decision-making process. The CMA prepares and the Santa Clara Valley Transportation Authority (VTA) adopts the biennial Congestion Management Program (CMP). The CMP is a comprehensive program designed to reduce traffic congestion, to enhance the effectiveness of land-use decision-making, and to improve air quality. There are four CMP routes in Los Gatos: Highways 9, 17 and 85 and Los Gatos Blvd from Highway 85 to Lark





Avenue and Lark Avenue from Los Gatos Blvd. to Highway 17. Any land use project that generates 100 or more new peak hour trips must be submitted to the CMA to ensure that the additional traffic impact is mitigated on any CMP road or intersection regardless of jurisdiction.

The Town's pedestrian facilities consist of sidewalks along the various roadways within the Town. Many sidewalks are narrow and many roads do not have sidewalks.

The Town of Los Gatos has an existing trail system that has been implemented as part of development activities and in the course of road improvements. A multi-use trail extends along Los Gatos Creek, to the many recreational trails that exist on the edge of Town and in the hillsides (Midpeninsula Regional Open Space District (MROSD) and Santa Clara County), and selected recreational trails exist within the Town.

Los Gatos Creek Trail is popular and well traveled. There is a lack of space for bicycles along many urban streets.

**Level of Service (Traffic):** The Town uses level of service (L.O.S.) measurements (a scale that measures the amount of auto traffic that a roadway or intersection accommodates, based on such factors as maneuverability, driver dissatisfaction, and delay, for intersections) to determine the impact of auto traffic resulting from new development. Levels of service are:

**Level of Service A:** Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

**Level of Service B:** Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

**Level of Service C:** Denotes a reasonably steady, high-volume flow of traffic, with some limitation on movement and speed, and occasional backups on critical approaches.

**Level of Service D:** Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

**Level of Service E:** Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

**Level of Service F:** Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

L.O.S. for autos presently does not consider the impact on pedestrians or bicyclists.

## 4.3 FUNCTIONAL DEFINITION OF STREETS AND TRAILS

### A. Arterial Streets:

Arterial streets are designed to facilitate two or more lanes of moving traffic in each direction, and provide intra-community travel and access to the county-wide highway system. Arterial streets may be divided by a median island that controls left turns and provides lanes for left-turn movements. Access to community arterials should be provided at collector roads and local streets.



*Glossary Table  
for numeric values  
for each level of  
service*



A street that serves a large volume of vehicular traffic with intersections at grade and generally having direct access to abutting property, with geometric design and traffic control measures is used to expedite the safe movement of through traffic.

*See Appendix A for list of arterial streets.*

B. Collector Streets:

A street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network. Collectors serve abutting property and carry traffic to other collectors, the arterial and expressways.

*See Appendix A for list of collector streets.*

C. Neighborhood Collector:

A collector street, in an identifiable neighborhood, carrying traffic that is predominantly generated within the neighborhood.

*See Appendix A for list of neighborhood collector streets.*

D. Hillside Collector Streets:

A collector street that serves abutting property in the hillside areas, carrying traffic to arterial streets or other collectors. The cross-section of the hillside collector shall be dictated by grade and other topographical or botanical considerations. In general, two lanes without parking, with or without sidewalk along one side (depending on topographic considerations), shall be provided.

*See Appendix A for list of hillside collector streets.*

E. Local Streets:

Local streets provide for local (neighborhood), traffic movement with direct access to abutting property, carry traffic from individual properties to collector and arterial streets, and shall not, by design, encourage through traffic.

F. Special Design Streets:

Special design streets shall be allowed wherever warranted by unique land use, circulation conditions, or environmental conditions. These streets can either be arterial streets, collectors, existing local hillside streets or scenic residential streets. Their design will take into consideration the following features:

- (1) Retention of existing physical amenities.
- (2) Protection of existing trees within existing right-of-way.
- (3) Special treatment of transition sections when conforming to standard street sections.

G. Trails and Bikeways Definitions:

- (1) Class I Paved Multi-Use Trail: A Class I Multi-Use Trail is an off-street





path with exclusive right of way for non-motorized transportation used for commuting as well as recreation

- (2) Class II Paved Bike Lanes: Class II Bike Lanes are preferential use areas within a roadway designated for bicycles.
- (3) Class III Paved Bike Routes: Class III Bike Routes are signed bike routes that provide a connection through residential, downtown and rural/hillside areas to Class I and Class II bike lanes. Bike Routes serve as transportation routes within neighborhoods to parks, schools and other community amenities.
- (4) Unpaved Recreation Trails: An unpaved recreation trail is a semi-natural trail used by pedestrians, equestrians, and/or bicycles that should provide connections to Open Space District or Santa Clara County trail systems.

## 4.4 GOALS, POLICIES, IMPLEMENTING STRATEGIES

### ISSUE: 1

Moving traffic through town efficiently and effectively is a concern of every community. How to provide appropriate capacity to safely meet existing and projected future traffic demand consistent with land use must be addressed systematically.

#### Goal:

- T.G.1.1 To develop transportation systems that meet current and future needs of residents and businesses.

#### Policies:

- T.P.1.1 Design and implement the transportation system to be consistent with environmental goals and policies, energy conservation, land use, and small town character.
- T.P.1.2 Vehicular and pedestrian safety should be an important factor in the design of roadways.
- T.P.1.3 Evaluate all circulation and other transportation improvements and traffic controls regarding their effect on air pollution, noise and use of energy prior to issuing any zoning approval.
- T.P.1.4 Adopt street standards that reflect the existing character of the neighborhood, while taking into account safety and maintenance considerations.
- T.P.1.5 Consider the fiscal implications to the Town for the construction and operation of all circulation and transportation improvements and the enforcement of any associated regulations.
- T.P.1.6 Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems and all other options, such as demand management and alternative modes, have been exhausted. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.

*Efficient,  
Effective, Safe  
Streets*





- T.P.1.7 Require roadway improvements and dedications for any development proposal with an associated traffic impact.
- T.P.1.8 New projects shall not cause the L.O.S. for intersections to drop more than one level if it is at Level A, B or C, and not drop at all if it is at D or below.
- T.P.1.9 Protect land uses with sensitive receptors (e.g. residence, schools, hospitals) located adjacent to transportation facilities by requiring the maximum level of mitigation measures for transportation impacts.
- T.P.1.10 Incorporate plans for all users (motor vehicles, transit vehicles, bicyclists and pedestrians) when constructing or modifying a roadway.
- T.P.1.11 Make effective use of the traffic-carrying ability of Los Gatos' arterials and collectors while considering the needs of pedestrians, bicyclists and adjacent residents.
- T.P.1.12 Reduce regionally generated cross-town commute and short-cut traffic.
- T.P.1.13 Actively initiate and participate in regional efforts to meet regional transportation needs.
- T.P.1.14 Highway 17 shall not be widened to provide additional travel lanes south of Lark Avenue. There shall not be an interchange at Blossom Hill Road.
- T.P.1.15 Highway 17 between Los Gatos and Santa Cruz should not be widened to provide additional travel lanes or be converted to a freeway.



#### Implementing Strategies:

- T.I.1.1 Street Design Standards: Develop standards for arterial and collector streets pursuant to the functional classification described above. The characteristics of these streets shall protect the integrity of the circulation system and protect neighborhood streets from the intrusion of through traffic.

Time Frame: 2000-2005  
Responsible Party: Planning and Engineering





T.I.1.2 Project Review: Review development proposals to insure that the circulation system and on-site or public parking can accommodate any increase in traffic or parking demand generated by the proposed development, subject to the considerations and findings required by the Town's Traffic Impact Policy.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

T.I.1.3 Highway 17: The Planning Commission and Town Council shall review all new or modified connections with Highway 17 within the Town.

Time Frame: On-going  
Responsible Party: Planning Commission and Town Council

Time Frame: 2000 - 2005  
Responsible Party: Planning and Engineering

T.I.1.5 Land Use Patterns: Periodically review the impact that future regional and Town land use patterns will have on the Town's circulation system.

Time Frame: On-going  
Responsible Party: Planning

T.I.1.6 Road Improvements: To alleviate existing traffic congestion, and provide adequate roadway designs for projected traffic levels the following road improvements shall be undertaken. Any road widening improvements shall be justified based on a determination that alternative means of congestion relief are infeasible.

(1) BLOSSOM HILL ROAD:

Bridge Widening at Highway 17: Reconstruct and widen bridge over Highway 17 to provide sidewalks and bike lanes on both sides, and evaluate the need for additional traffic lanes based on safety considerations for pedestrians and bicyclists using the parks and schools in the vicinity.

Blossom Hill Park to Union Avenue: Widening only at critical intersections to provide for left-turn storage lanes, bicycles and safety improvements.

Union Avenue to Westhill Drive: Widening only as additional land becomes available through right-of-way dedications associated with development approvals or as additional funding sources become available to the Town for the purpose of acquiring additional land for right-of-way and infrastructure improvements.

(2) LARK AVENUE:

Winchester Boulevard to Highway 17: Widen the road to 4-6 lanes with a median and bike lanes.

Highway 17 to Los Gatos Boulevard: Widen the road to 6 lanes with median and bike lanes.





(3) LOS GATOS BOULEVARD:

Samaritan Drive to Camino del Sol: Widen in accordance with adopted Plan Line in a manner consistent with the small town character and ensuring that potential traffic impacts are mitigated.

Camino del Sol to Blossom Hill Road: Restripe road to include bike lanes and to narrow the traffic lanes to 11 feet in width.

Shannon Road to Nino Avenue: Construct landscaped medians.

Van Meter School Driveway to Spencer Avenue: Construct landscaped median.

Nodes: Develop nodes at Blossom Hill Road, Los Gatos/Almaden Road, New Town/Village Square, Lark Avenue and at the new entrance to the North 40 area.

Gateway: Locate a gateway at Samaritan Drive.

(4) POLLARD ROAD:

San Tomas Aquino Creek to Burrows Road/San Tomas Aquino Rd: Widen the road to 4 lanes plus a median and bike lanes.

Burrows Road/San Tomas Aquino Rd to West Parr Avenue: Widen the road to 4 lanes plus bike lanes.

West Parr Avenue to Knowles Drive: Widen the road to 4 lanes (no parking).

(5) SANTA CRUZ AVENUE:

Los Gatos/Saratoga Road to Blossom Hill Road: Construct indented parking bays between existing trees to permit one travel lane in each direction and a median turning lane.

Highway 17 to Broadway: Construct roundabout at Wood Road and other traffic calming improvements.

(6) UNION AVENUE:

Widen the road to four lanes plus parking and bike lanes.

(7) WINCHESTER BOULEVARD:

North of Shelburne Way: Study alternative configurations including: four travel lanes, bike lanes, parking and/or two way left turn lane within the existing R.O.W.

Time Frame: On-going  
Responsible Party: Engineering

T.I.1.7 Capital Improvements Program: Include all of the projects listed in Section 1.6 above in the Capital Improvements Program (CIP).

Time Frame: On-going  
Responsible Party: Engineering and Town Council





T.I.1.8 Plan Lines: Amend the Town Plan Line Ordinance to reflect this plan.

Time Frame: 2000 - 2005  
Responsible Party: Planning and Town Council

T.I.1.9 Santa Cruz Interchange: Study the impacts of closing the Santa Cruz Avenue interchange at Highway 17.

Time Frame: 2000 - 2005  
Responsible Party: Engineering

T.I.1.10 Dedications: Obtain fee title to all land required to be dedicated for public streets and flood protection.

Time Frame: On-going  
Responsible Party: Engineering and Deciding Body

T.I.1.11 Future Signals: Require developer participation in the cost of the future installation of traffic signals or traffic signal modifications as a condition of approval, If a development project affects an unsignalized intersection that must be signalized or affects a signalized intersection with the potential for traffic improvements and upgrading.

Time Frame: On-going  
Responsible Party: Engineering and Deciding Body

T.I.1.12 Level of Service: Evaluate the traffic impact of all new developments to determine compliance with the Town's L.O.S. policy for intersections. If project traffic will cause any intersection to drop more than one level if the intersection is at Level A, B or C, or to drop at all if the intersection is at D or below, the project must mitigate the traffic so that the L.O.S. will remain at an acceptable level.

Time Frame: On-going  
Responsible Party: Engineering and Deciding Body

T.I.1.13 Noise: Review transportation improvement plans to ensure that noise sensitive areas are not exposed to unacceptable noise levels.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

T.I.1.14 Modified Standards: Modify Town standards for street widths, curbs, gutters, sidewalks, electroliers, etc so that new development fits within existing neighborhoods.

Time Frame: 2000 - 2005  
Responsible Party: Planning, Engineering and Deciding Body

T.I.1.15 Bicycle Loops: Provide bicycle sensitive loops at all future and any retrofitted signalized intersections in accordance with VTA technical guidelines.

Time Frame: On-going  
Responsible Party: Engineering





T.I.1.16 Gap Analysis: Complete a gap analysis of the trails and bike networks.

Time Frame: 2000 - 2005

Responsible Party: Parks, Engineering, Trails & Bikeways Comm.

T.I.1.17 Roundabouts: Study the possibility of using "modern roundabouts" on arterials to calm traffic and increase the capacity of the intersections.

Time Frame: 2000-2005

Responsible Party: Planning and Engineering

T.I.1.18 Traffic Reports: All traffic reports shall include analysis of nearby uses with unusual or unique traffic generation factors or peak hours (e.g. pre-schools, churches, private clubs, quasi-public uses).

Time Frame: On-going

Responsible Party: Engineering

## ISSUE: 2

Through traffic has a detrimental effect on neighborhoods.

### Goal:

T.G.2.1 To protect neighborhoods from through traffic.

### Policies:

- T.P.2.1 Inhibit the flow of through traffic in established neighborhoods to the extent feasible without impacting the freedom of movement of residents.
- T.P.2.2 Limit road widening on non-arterial streets to safety improvements rather than increase capacity for through traffic.
- T.P.2.3 Limit new development that increases commercial traffic flow through residential neighborhoods.
- T.P.2.4 Reduce traffic speeds by design (i.e. traffic calming) rather than relying on enforcement.

### Implementing Strategies:

T.I.2.1 Neighborhood Traffic Calming (NTC) Program: Assists citizens in solving traffic concerns in their residential neighborhoods. The Neighborhood Traffic Calming Program is designed to be an effective, systematic and fair method for achieving the most appropriate solutions. The goals of the NTC Program are:

- ☐ Improve neighborhood safety for vehicles, pedestrians and bicyclists
- ☐ Reduce the number and severity of vehicle related accidents
- ☐ Maintain the speed of motor vehicles to the posted limits
- ☐ Decrease the volume of extraneous/cut-through traffic
- ☐ Limit the impact on adjacent local streets
- ☐ Preserve emergency vehicles' response times

*Neighborhood  
Traffic*





- ☐ Maximize the community participation and support in the program

Time Frame: On-going  
Responsible Party: Engineering and Town Council

- T.I.2.2 Publicize NTC Program: Publicize the Town's Neighborhood Traffic Calming (NTC) Program and implement the program in those neighborhoods that request it.

Time Frame: On-going  
Responsible Party: Engineering

- T.I.2.3 Review NTC Program: Periodically review the Town's Neighborhood Traffic Calming (NTC) Program.

Time Frame: On-going  
Responsible Party: Engineering

- T.I.2.4 Traffic Calming: Consider traffic calming devices such as lane narrowing, widening medians, heavy landscaping, etc. to discourage cross-town commute and short-cut traffic.

Time Frame: On-going  
Responsible Party: Engineering and Deciding Body

- T.I.2.5 Traffic Calming: Consider the use of alternative street surfacing materials, traffic diverters, special designs and stop signs to prevent through traffic on residential streets.

Time Frame: On-going  
Responsible Party: Engineering

### ISSUE: 3

The hillside circulation system must provide safe access while not inducing future development or detracting from the natural beauty of the area.

#### Goal:

- T.G.3.1 To insure that hillside streets maintain the rural atmosphere, minimize disruption of ecological integrity, and provide safe and continuous access consistent with development allowed by the Hillside Specific Plan.

#### Policies:

- T.P.3.1 Through roads: Establish and maintain a road pattern that insures adequate access for residents and emergency vehicles in both normal and emergency situations without introducing new through access roads that would invite unwanted traffic into the area, or induce further development, or threaten plant or animal habitats or migration patterns.
- T.P.3.2 Provide two means of access to all areas where the additional access will not increase traffic. If dual access is not possible or acceptable, the intensity of land use will be limited to available access.

*Hillside  
Circulation*





- T.P.3.3 Specially designed streets that conform to the Town's public hillside road standards shall be used in hillside areas to preserve scenic and ecological resources (e.g. heritage trees, native plant & animal habitat areas, prominent geologic formations, and the natural terrain).
- T.P.3.4 Provide acceptable means for emergency access where single access roads exist. Emergency access shall discourage hillside through traffic.
- T.P.3.5 Require all hillside streets, including new private roadways, to meet the Town's public roadway construction standards.

#### **Implementing Strategies:**

- T.I.3.1 Dual Access: Dual access is required for all zoning approvals and shall be provided first by loop roads, then by through roads and lastly by long cul-de-sacs with an emergency access connection to a public road.

Time Frame: On-going  
Responsible Party: Planning, Police and Engineering

- T.I.3.2 Guadalupe College: Private access from the Lexington Reservoir area shall be provided from Alma Bridge Road/Limekiln Road for any non-single family use of the Guadalupe College property (not through the St. Joseph's Hill Open Space Preserve). The private access shall incorporate provisions for emergency access to Foster Road.

Time Frame: On-going  
Responsible Party: Planning, Police and Engineering

- T.I.3.3 Develop design standards and implement maintenance program for emergency accesses.

Time Frame: 2000 - 2005  
Responsible Party: Engineering, Police, Fire and Public Works

- T.I.3.4 Develop and apply design guidelines and zoning restrictions, including the making of appropriate findings, to insure the ecological health of habitats and migration corridors.

Time Frame: 2001 - 2003  
Responsible Party: Planning

#### **ISSUE: 4**

Congestion throughout the Silicon Valley has reached epic proportions and affects our mobility and quality of life. The trade offs between improvements in the circulation system and the environment, energy consumption, land use, air and noise pollution need to be identified.

#### **Policies:**

- T.P.4.1 Make land use decisions that encourage walking, bicycling and public transit use.
- T.P.4.2 Encourage private entities to develop and maintain transit, pedestrian, equestrian, and bicycle facilities.

*Alternatives to  
the Automobile*





- T.P.4.3 Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.
- T.P.4.4 Design and implement transportation systems for the bicyclist, pedestrian and equestrian consistent with the policies and programs in the Open Space and Conservation Elements.
- T.P.4.5 Seek funding for the design and implementation of transportation systems for the bicyclist, pedestrian and equestrian.
- T.P.4.6 Reduce automobile use by requiring alternative transportation means whenever the traffic generated by a development would result in a significant increase in air pollution, traffic congestion or noise.
- T.P.4.7 Encourage development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a form of Community Benefit (e.g. bicycle lockers/racks, showers, dedicated van-pool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).

**Goals:**

- T.G.4.1 To reduce reliance on the automobile.
  - T.G.4.2 To promote alternative modes of transportation in the transportation system.
- 
- T.P.4.8 Coordinate with appropriate agencies and otherwise take initiative to plan and develop adequate transportation service for Town residents (e.g. bus, Santa Cruz express bus, rail, shuttle, light-rail, jitney).
- 
- T.P.4.9 Coordinate with appropriate agencies to provide transit service in the Town to serve the special needs of the elderly, school children, low income people, the physically disabled and other special need groups.
  - T.P.4.10 Preserve the Route 85 median for mass transit.





- T.P.4.11 Encourage and support the development of a mass transit facility in the Route 85 corridor.

Implementing Strategies:

- T.I.4.1 Community Benefit: Encourage developers to contribute to or provide nearby improvements in pedestrian, bicycle and wheelchair access.

Time Frame: On-going  
Responsible Party: Deciding Body

- T.I.4.2 Mass Transit: Support State and County efforts at reducing automobile use and providing improved mass transit systems.

Time Frame: On-going  
Responsible Party: Planning Commission and Town Council

- T.I.4.3 Alternative Fuels: The Town shall encourage the use of non-polluting fuels by requiring the inclusion of natural gas fueling stations and electric charging stations in development approvals.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- T.I.4.4 Transportation Demand Management: Require all major development proposals to include a detailed, verifiable transportation demand management (TDM) program for consideration by the Town during the review of the development application.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- T.I.4.5 Support VTA: Facilitate Santa Clara Valley Transportation Authority (VTA) services in Los Gatos through the provision of a bus station, bus shelters, and other means.

Time Frame: On-going  
Responsible Party: Engineering, Public Works, Planning and Deciding Body

- T.I.4.6 Shuttles: Investigate local connections to railway and airport services, and encourage hotel/inns shuttles.

Time Frame: On-going  
Responsible Party: Engineering, Planning and Deciding Body

- T.I.4.7 Public Transportation: Encourage the use of the transit system by requiring developers to provide bus shelters and on-going maintenance as part of their developments.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- T.I.4.8 Work with the VTA to develop bus-only lanes to decrease delays in transit.

Time Frame: On-going  
Responsible Party: Engineering and Public Works





## Trails and Bikeways



- T.I.4.9 In collaboration with regional transportation agencies, investigative options to provide a town-wide shuttle or other transit system to connect the major residential and commercial areas of Town with each other and with regional transportation facilities.

Time Frame: 2001 - 2003  
Responsible Party: Planning, Engineering, and Deciding Body

### ISSUE: 5

There is a growing need for more trails and bikeways to serve as an alternative means for commuting and for recreation. The Town's trails and bikeways system is incomplete and discontinuous. There is a need and desire for additional multiple use trails that can accommodate the experiences and expectations of all users.

#### Goals:

- T.G.5.1 To encourage increased levels of bicycling and walking.
- T.G.5.2 To provide a safe and efficient system of bicycle and multiple use trails throughout the Town, creating a non-motorized connection to recreational and commuting destinations.

#### Policies:

- T.P.5.1 Encourage the enhancement and development of multiple use trails within the Town.
- T.P.5.2 Maximize the involvement of the private sector in the construction, maintenance and construction of trails within the Town.
- T.P.5.3 Trails should be safe, continuous, interconnected, and designed for pedestrians, and where appropriate, equestrians and/or bicyclists and be compatible with regional trail plans.
- T.P.5.4 Complete the Town's trail and bikeways system as shown in the General and Hillside Specific Plans.
- T.P.5.5 Design trails that are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.
- T.P.5.6 Consider needs of the handicapped, the elderly and children when designing trail facilities.
- T.P.5.7 During development the Town should ensure that the linkage from trails to trails, and from trails to roads is given priority.
- T.P.5.8 Trail Location: Trails should be:
  - (1) Located so as not to impact existing homes wherever possible.
  - (2) Located within the open space areas of subdivisions that have dedicated open space as a condition of subdivision approval.





- (3) "Cross-country" type, as opposed to trails bordering roads, wherever possible.
- (4) Located on the first property to develop, if a trail location is adaptable to either of two adjacent properties.

T.P.5.9 "Cross-country" trail easements shall be wide enough to contain the trail and sufficient area on both sides to buffer surrounding properties from trail users.

T.P.5.10 Roads designated as bike routes should be constructed to be safe for both bicycles and vehicles.

T.P.5.11 Develop a system of bicycle lanes and bicycle routes to foster bicycle use throughout the Town.

T.P.5.12 Minimize the number of driveways on arterials.

T.P.5.13 Promote pedestrian connections between neighborhoods by eliminating artificial barriers.

T.P.5.14 Consider alternative lane configurations in order to complete the bike lane network.

T.P.5.15 Pedestrian and bicycle safety shall not be compromised to improve or maintain the L.O.S. of an intersection.

#### Implementing Strategies:

T.I.5.1 Conditions of Approval: Require dedication of easements and construction of trails as a condition of approval for all hillside development applications.

Time Frame: On-going  
Responsible Party: Engineering and Parks

T.I.5.2 Easements: Develop and fund a program (including provisions for in-lieu fees) to obtain easements along portions of the designated trail system where development is considered unlikely or there is not a nexus to require dedication.

Time Frame: 2000 - 2005  
Responsible Party: Parks and Engineering

T.I.5.3 Santa Clara County Master Trails Plan: Cooperate in implementing the 1995 Santa Clara County Master Trails Plan by including the following proposed trail routes within the Town of Los Gatos that provide critical linkages to the region:

- (1) Shannon Road (R1-A)
- (2) Los Gatos/Saratoga Road (R1-A)
- (3) Southern Pacific Rail Corridor (C-9)

Time Frame: 2000 - 2005  
Responsible Party: Engineering and Parks





T.I.5.4 Trail Maintenance: Encourage voluntary groups to assist in trail maintenance in coordination with Parks and Forestry.

Time Frame: On-going

Responsible Party: Parks

T.I.5.5 Trail Standards: Develop and adopt detailed trail design standards that:

- (1) Limit all new access to pedestrians and, where appropriate, equestrians, and/or bicyclists;
- (2) Provide multiple use opportunities;
- (3) Protect the natural ecology;
- (4) Conform with regional trail design standards;
- (5) Determine width, policies regarding fencing along trails and type of fencing;
- (6) Incorporate erosion control measures; and
- (7) Prohibit motorcycles, AT's, and mopeds.

Time Frame: 2000 - 2005

Responsible Party: Engineering, Parks and Trails & Bikeways Committee

T.I.5.6 Trail Maintenance: Encourage the formation of Home Owners Associations, so that the maintenance expenses for trails that pass through subdivisions and/or planned developments will be borne by the property owners in the subdivision or planned development.

Time Frame: On-going

Responsible Party: Planning, Engineering and Parks

T.I.5.7 Development Review: Forward development plans proposed in an area near a bicycle path or hiking trail to the Town's Trails and Bikeways Committee for review.

Time Frame: On-going

Responsible Party: Planning and Parks

T.I.5.8 Gap Analysis: Perform a "gap" analysis to identify major projects needed to complete the trails and bikeways system.

Time Frame: 2000 - 2005

Responsible Party: Parks, Engineering, Public Works and Trails & Bikeways Committee

T.I.5.9 Users Map: Publish a users map of the Town's trails and bikeways system.

Time Frame: 2000 - 2005

Responsible Party: Parks

T.I.5.10 Bike Lanes: The following streets shall have striped and signed Class II bike lanes:

- (1) **Bicknell Road\*** from Quito Road to More Avenue
- (2) **Blossom Hill Road\*** between University Avenue and easterly Town Limits (Existing between Vasona Park Entrance and Cherry Blossom Lane)





- (3) **Cherry Blossom Lane** from Shannon Road to Los Gatos Almaden Road (Existing)
- (4) **Fisher Avenue\*** from Roberts Road to Nino Avenue
- (5) **Knowles Drive\*** from Winchester Boulevard to Pollard Road
- (6) **Lark Avenue** between Winchester and Los Gatos Boulevard
- (7) **Los Gatos/Almaden Road** from Los Gatos Boulevard to easterly Town Limits (Existing)
- (8) **Los Gatos Boulevard** between Samaritan Drive and East Main Street (Existing from Blossom Hill Road to East Main Street)
- (9) **Los Gatos/Saratoga Road\*** from Los Gatos Boulevard to westerly Town Limits
- (10) **East Main Street** from bridge to Los Gatos Boulevard (Existing)
- (11) **More Avenue** from Bucknell Road to Pollard Road
- (12) **Nino Avenue\*** from Fisher Avenue to Los Gatos Boulevard
- (13) **Pollard Road\*** from Knowles Drive to Quito Road
- (14) **Roberts Road\*** between Blossom Hill Road and Los Gatos Boulevard
- (15) **Shelburne Way** from Winchester Boulevard to University Avenue
- (16) **Union Avenue\*** from Blossom Hill Road to Los Gatos-Almaden Road
- (17) **University Avenue** from Shelburne Way to Blossom Hill Road
- (18) **Winchester Boulevard** between Shelburne Way and northern Town Limits (Existing from Shelburne Way to Wimbledon Drive)

*\*These roads shall be reviewed to determine if bike lanes can safely be striped.*

Time Frame: 2000 - 2005  
Responsible Party: Engineering and Public Works

T.I.5.11 Bike Routes: The following streets shall be designated and signed as Class III bike routes:

- (1) **Bay View Avenue** from West Main Street to Pennsylvania Avenue
- (2) **Bella Vista Avenue** from New York Avenue to Caldwell Avenue
- (3) **Blossom Valley Drive** from Westchester Drive to Pinehurst Avenue (partially in San Jose)
- (4) **Caldwell Avenue** from New York Avenue to Los Gatos Boulevard
- (5) **Camino del Cerro** from Escobar Avenue to Westchester Drive
- (6) **Carlton Avenue** from Gateway Drive to Carlton School (partially in San Jose)
- (7) **Cypress Street** from Loma Alta Avenue to Phillips Road
- (8) Emergency access road/trail from Harwood Road to Santa Rosa Drive
- (9) Emergency access road/trail from Harwood Road to Madera Drive
- (10) **Englewood Avenue** from Shannon Road to Kennedy Road
- (11) **Escobar Avenue** from Lilac Lane to Camino del Cerro
- (12) **Gateway Drive** from Los Gatos Boulevard to Carlton Avenue
- (13) **Glen Ridge Avenue** from Pennsylvania Avenue to Hernandez Avenue





- (14) **Harwood Road** from Blossom Hill Road to end
- (15) **Hernandez Avenue** from Glen Ridge Avenue to Ridgecrest Avenue
- (16) **Hicks Road\*** from Camden Avenue to Arnerich Road
- (17) **Kennedy Road\*** from Los Gatos Boulevard to Shannon Road
- (18) **Lester Lane** from Los Gatos/Almaden Road to Carlton Avenue
- (19) **Lilac Lane** from Oleander Avenue to Escobar Avenue
- (20) **Loma Alta Avenue** from Los Gatos Boulevard to Cypress Street
- (21) **West Main Street** from the bridge to Bay View Avenue
- (22) **Miles Avenue** from University Avenue to Los Gatos Creek Trail
- (23) **National Avenue** from Los Gatos/Almaden Road to Samaritan Drive
- (24) **New York Avenue** from Pleasant Street to Bella Vista Avenue
- (25) **Oleander Avenue** from Cherry Blossom Lane to Lilac Lane
- (26) **Pennsylvania Avenue** from Bay View Avenue to Glen Ridge Avenue
- (26) **Phillips Road** from Cypress Avenue to South Kennedy Road
- (27) **Pinehurst Avenue** from Blossom Valley Drive to Los Gatos/Almaden Road
- (28) **Pleasant Street** from East Main Street to New York Avenue
- (29) **Ridgecrest Avenue** from Hernandez Avenue to Highway 9 (Monte Sereno)
- (30) **Roxbury Lane** from Wedgewood Avenue to More Avenue
- (31) **Santa Rosa Drive** from Shannon Road to end
- (32) **Shannon Road\*** from Los Gatos Boulevard to Hicks Road
- (33) **South Kennedy Road** from Kennedy Road to Kennedy Road
- (34) **Taft Drive** from Westchester Drive to Los Gatos/Almaden Road (San Jose)
- (35) **University Avenue** from West Main Street to Blossom Hill Road and from Shelburne Way to Lark Avenue
- (36) **Wedgewood Avenue** from Wimbledon Drive to Roxbury Lane
- (37) **Westchester Drive** from Camino del Cerro to Taft Drive (partially in San Jose)
- (38) **Wimbledon Drive** from Winchester Boulevard to Wedgewood Avenue

*\* These roads shall be reviewed to determine if bike lanes can safely be striped.*

Time Frame: 2000 - 2005  
Responsible Party: Engineering and Public Works

T.I.5.12 Bicycle Safety: Hillside roads (shaded in section 5.11 above) will not be designated or signed as bike routes until they are upgraded to safely handle both bicycle and automobile traffic.

Time Frame: 2000 - 2005  
Responsible Party: Engineering and Public Works

T.I.5.13 Bicycle Safety: Provide median refuges, bike-friendly signals and signs at key minor street crossings.

Time Frame: On-going  
Responsible Party: Engineering and Public Works





- T.I.5.14 Bike Symbols: Paint the bike symbol on the pavement to designate shared use facilities.

Time Frame: On-going  
Responsible Party: Engineering and Public Works

- T.I.5.15 Bicycle Parking: Consider amending Zoning Code to require bicycle parking.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- T.I.5.16 Bicycling Incentives: Consider amending Zoning Code to require destination support at employment centers, i.e. bicycle parking, showers and route maps for employees.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- T.I.5.17 Pedestrian Safety: Add noses on the medians at intersections to slow left turning traffic and provide a pedestrian refuge.

Time Frame: On-going  
Responsible Party: Engineering and Public Works

- T.I.5.18 Pedestrian Safety: Study the possibility of using "bulbouts" on arterials to calm traffic and increase pedestrian safety.

Time Frame: 2000-2005  
Responsible Party: Planning and Engineering

#### ISSUE: 6

*Parking*



Lack of adequate parking in the Town for residents, business customers, and employees adversely affects the viability of the business districts.

#### Goal:

- T.G.6.1 To provide adequate parking for existing and proposed uses, and to minimize impacts on surrounding residential neighborhoods, including constructing new public or private parking structures, and valet parking.

#### Policies:

- T.P.6.1 The Town's parking standards shall be adequate to meet demand.
- T.P.6.2 Provide adequate number of parking spaces in all new development.
- T.P.6.3 Consider new parking facilities and/or other alternatives (such as developing alternative modes of transportation and providing effective incentives to use them) to ease parking congestion Downtown.
- T.P.6.4 Require adequate parking in commercial areas so as not to impact or affect adjacent residential properties.





T.P.6.5 Permit Parking: Consider on a case by case basis if requested by neighborhoods affected by non-residential development.

**Implementing Strategies:**

T.I.6.1 Downtown Parking Program: The Town Council acting as the parking authority shall:

- (1) Promote the formation of an assessment district and/or consider the use of the various parking and business improvement programs authorized by State law to help finance the construction of the parking facilities and/or alternatives to parking.
- (2) Develop a revenue collection plan. Revenues collected (fines, fees, meters and permits) will accrue to the district to help pay for maintenance, enforcement, capital replacement, later phases of the parking district and parking alternatives, or programs to maximize use of facilities for parking and alternatives to parking, such as shuttle buses, more employee lots, bicycles, bus passes, etc.
- (3) Develop a revenue collection plan. Revenues collected (fines, fees, meters and permits) will accrue to the district to help pay for maintenance, enforcement, capital replacement, later phases of the parking district and parking alternatives, or programs to maximize use of facilities for parking and alternatives to parking, such as shuttle buses, more employee lots, bicycles, bus passes, etc.
- (4) Develop a plan for implementing one or more of the parking facilities listed below only as needed in conjunction with development of programs and facilities to reduce parking demand:

- A. Bachman Ave./Hwy. 9 Parking Lot
- B. Royce St./Bachman Ave. Parking Lot
- C. Grays Ln./Royce St. Parking Lot
- D. Elm St./Grays Ln. Parking Lot
- E. Station Way Parking Lot
- F. Farwell Parking Lot

Time Frame: 2000-2005

Responsible Party: Engineering

T.I.6.2 Downtown Parking Program: Consider the following potential improvements that could increase the number of parking spaces within the CBD/East Main Street area:

- (1) Make the best use of existing Town owned property.
- (2) Parking should not replace existing development.

Time Frame: 2000-2005

Responsible Party: Engineering





T.I.6.3 Location of Parking Facilities: To the extent possible, locate parking facilities in relation to the primary approach direction of users in order to minimize internal circulation within the CBD/East Main Street area.

Time Frame: On-going  
Responsible Party: Engineering and Public Works

T.I.6.4 Staff Support: Provide staff support for administrating the parking program.

Time Frame: 2000-2005  
Responsible Party: Engineering

T.I.6.5 Parking Management Plan: Develop a parking management plan to include incentives and disincentives for appropriate employee parking including parking credits for the use of public transit and/or ridesharing.

Time Frame: On-going  
Responsible Party: Engineering and Public Works



T.I.6.6 Incentives to Use Alternative Forms of Transportation: Require development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a form of Community Benefit (e.g. bicycle lockers/racks, showers, dedicated van-pool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).

Time Frame: On-going  
Responsible Party: Planning and Engineering

T.I.6.7 Protect Downtown Residential Neighborhoods: Implement appropriate parking controls to protect downtown residential neighborhoods from the encroachment of downtown shoppers and employees.

Time Frame: On-going  
Responsible Party: Engineering and Public Works





## Downtown Traffic



- T.I.6.8 Parking Requirements: Review Town Code parking requirements and standards to ensure that they are adequate to meet demand.

Time Frame: 2000-2005  
Responsible Party: Planning

### ISSUE: 7

Overflow Downtown traffic has a deleterious effect on nearby residential areas.

#### Goals:

- T.G.7.1 To improve traffic flow in the downtown and reduce the effect of downtown traffic on commercial and nearby residential areas.
- T.G.7.2 To provide transportation alternatives.
- T.G.7.3 To increase opportunities for pedestrian and bicycle circulation in the downtown area.

#### Policies:

- T.P.7.1 Develop and Implement appropriate traffic controls to protect downtown residential neighborhoods from the impacts of through traffic in terms of safety, speeding, noise, and other disturbances.
- T.P.7.2 Signalization improvements to increase traffic flow shall be made at the intersections of Santa Cruz Avenue and Main Street, University Avenue and Main Street, Santa Cruz Avenue and Los Gatos/Saratoga Road and University Avenue and Los Gatos/Saratoga Road.
- T.P.7.3 Encourage the use of alternative transportation modes (walking, bicycles, transit, shuttle system, etc.), in the downtown area for environmental, energy-saving, parking and circulation purposes.
- T.P.7.4 Develop a combined transit station and bus depot for all the various public transit modes that serve the Downtown. This hub should be located in or near the Downtown in a place and manner that minimizes impacts on neighboring businesses and other activities.
- T.P.7.5 Develop a methodology and implement a review procedure for relating future development decisions to the carrying capacity of Town streets.

#### Implementing Strategies:

- T.I.7.1 Traffic Improvements:

Traffic improvements within the downtown area are necessary to accommodate existing traffic as well as future increases. Among the improvements identified during the planning process, those to be implemented are described in the approved Downtown Operational Traffic Study.

Time Frame: 2000-2005  
Responsible Party: Planning, Engineering, Redevelopment Agency





T.I.7.2 Bikeway System: Future development and redevelopment projects shall be evaluated to ensure that they have no negative effects on the safety or convenience of bicycle use through the downtown. CBD parking improvements shall provide for bicycle parking.

Time Frame: On-going  
Responsible Party: Planning, Engineering, Public Works and Redevelopment Agency

T.I.7.3 Other Public Transit Facilities: Investigate a shuttle system to provide access to the major Downtown activity centers, with expandability to other areas of Town.

Time Frame: 2000-2005  
Responsible Party: Engineering

T.I.7.4 Incentives for Use of Public Transit: The Town shall work with Valley Transportation Authority (VTA) and commercial carriers to improve transit service to and from and within Downtown and other areas of Los Gatos and to increase ridership.

Time Frame: 2000-2005  
Responsible Party: Engineering

T.I.7.5 Monitor Effectiveness: Monitor the actions taken to increase transit use to assess their effectiveness.

Time Frame: 2000-2005  
Responsible Party: Engineering and VTA



T.I.7.6 Transit Station: Conduct a feasibility study for a combined transit station and bus depot.

Time Frame: 2000-2005  
Responsible Party: Planning and Engineering





Table 4.1  
Existing Level of Service Conditions

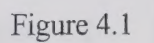
| Int # | Intersection                                               | A.M. Peak |      |     | P.M. Peak |      |     |
|-------|------------------------------------------------------------|-----------|------|-----|-----------|------|-----|
|       |                                                            | Delay     | V/C  | LOS | Delay     | V/C  | LOS |
| 1     | Pollard Rd / More Ave                                      | 12.1      | 0.46 | B   | 9.2       | 0.30 | B   |
| 2     | Kneels Dr / Dardanelli Ln                                  | 8.2       | 0.21 | B   | 10.0      | 0.23 | B   |
| 3     | Winchester Blvd / Knowles Dr                               | 27.2      | 0.60 | D   | 41.2      | 0.92 | E   |
| 4     | Winchester Blvd / Hwy 85 NB On Ramp                        | 5.7       | 0.46 | B   | 5.5       | 0.74 | B   |
| 5     | Winchester Blvd / Hwy 85 NB Off Ramp                       | 9.4       | 0.70 | B   | 7.2       | 0.63 | B   |
| 6     | Winchester Blvd / Wimbledon Dr                             | 14.2      | 0.56 | B   | 1.7       | 0.80 | B   |
| 7     | Winchester Blvd / Lark Ave                                 | 83.0      | 1.15 | F   | 22.1      | 0.92 | C   |
| 8     | Lark Ave / Oka Rd                                          | 10.8      | 0.54 | B   | 8.0       | 0.60 | B   |
| 9     | Lark Ave / SB Hwy 17-Garden Hill Dr                        | 21.8      | 0.62 | C   | 75.8      | 0.98 | F   |
| 10    | Lark Ave / NB Hwy 17                                       | 10.8      | 0.55 | B   | 94.9      | 0.80 | F   |
| 11    | Los Gatos Blvd / SB Hwy 85                                 | 10.5      | 0.50 | B   | 12.5      | 0.70 | B   |
| 12    | Los Gatos Blvd / Samaritan Dr                              | 24.2      | 0.68 | C   | 28.1      | 0.78 | D   |
| 13    | Los Gatos Blvd / Lark Ave                                  | 53.3      | 0.97 | E   | 217.6     | 1.27 | F   |
| 14    | Los Gatos Blvd / Garden - Gateway                          | 10.5      | 0.40 | B   | 9.8       | 0.49 | B   |
| 15    | Los Gatos Blvd / Los Gatos Village Square                  | 8.1       | 0.31 | B   | 11.7      | 0.52 | B   |
| 16    | Los Gatos Blvd / Almaden Rd - Chirco Dr                    | 16.4      | 0.54 | C   | 18.9      | 0.71 | C   |
| 17    | Los Gatos Blvd / Blossom Hill Rd                           | 23.1      | 0.56 | C   | 26.1      | 0.69 | D   |
| 18    | Los Gatos Blvd / Roberts Rd-Shannon Rd                     | 16.7      | 0.47 | C   | 13.5      | 0.50 | B   |
| 19    | Los Gatos Blvd / Van Meter School                          | 0.8       | --   | C   | XX        | ---  | D   |
| 20    | Los Gatos Blvd / Kennedy - Caldwell                        | 18.6      | 0.81 | C   | 11.5      | 0.71 | B   |
| 21    | Los Gatos Blvd / Los Gatos - Saratoga Rd                   | 22.6      | 0.77 | C   | 20.6      | 0.69 | C   |
| 22    | Los Gatos - Saratoga Rd / University Ave                   | 17.0      | 0.60 | C   | 21.6      | 0.83 | C   |
| 23    | W. Main St / University Ave                                | 11.5      | 0.34 | B   | 13.8      | 0.40 | B   |
| 24    | Santa Cruz Ave / W. Main St                                | 19.3      | 0.48 | C   | 21.0      | 0.46 | C   |
| 25    | N. Santa Cruz Ave / Los Gatos - Saratoga Rd                | 27.8      | 0.87 | D   | 24.9      | 0.73 | C   |
| 26    | N. Santa Cruz Ave / Andrews St                             | 9.9       | 0.37 | B   | 11.4      | 0.59 | B   |
| 27    | Santa Cruz - Winchester Blvd / Blossom Hill - Mariposa Ave | 18.8      | 0.61 | C   | 18.5      | 0.53 | C   |
| 28    | Blossom Hill Rd / University Ave                           | 16.9      | 0.42 | C   | 17.2      | 0.65 | C   |
| 29    | Blossom Hill Rd / W. Roberts Rd                            | 13.3      | 0.20 | B   | 10.7      | 0.32 | B   |
| 30    | Blossom Hill Rd / E. Roberts Rd                            | 8.3       | 0.31 | B   | 9.1       | 0.27 | B   |
| 31    | Blossom Hill Rd / Cherry Blossom Ln                        | 16.3      | 0.58 | C   | 6.2       | 0.39 | B   |
| 32    | Blossom Hill Rd / Union Ave                                | 13.8      | 0.71 | B   | 138.2     | 1.10 | F   |
| 33    | Blossom Hill Rd / Leigh Ave                                | 9.6       | 0.57 | B   | 23.4      | 0.72 | C   |
| 34    | Blossom Hill Rd / Harwood Rd                               | 24.5      | 0.97 | C   | 7.3       | 0.53 | B   |
| 35    | Los Gatos - Almaden Rd / Leigh Ave                         | 22.3      | 0.78 | C   | 20.2      | 0.66 | C   |
| 36    | Los Gatos - Almaden Rd / Union Ave                         | 29.3      | 0.75 | D   | 32.1      | 0.83 | D   |
| 37    | Los Gatos - Almaden Rd / National Ave                      | 7.5       | 0.32 | B   | 13.4      | 0.50 | B   |

Source: RBF and Associates, 1999





**Town of Los Gatos, California**









# Trails & Bikeways Map

Town of Los Gatos, California

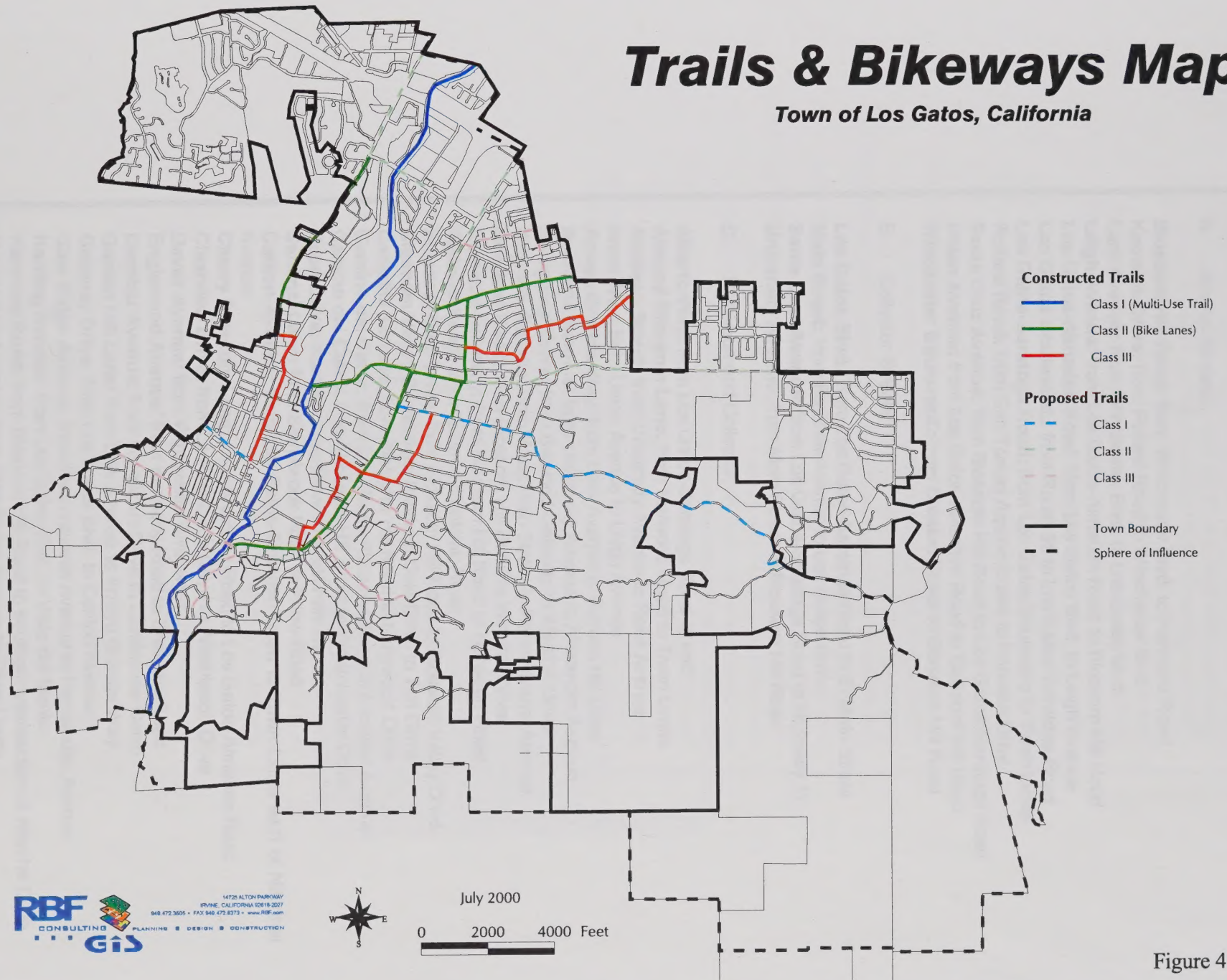


Figure 4.2



# Map of the District of Columbia

Source: U.S. Census Bureau

| Population | Area | Population Density |
|------------|------|--------------------|
| 1,000,000  | 100  | 10,000             |
| 500,000    | 50   | 10,000             |
| 100,000    | 10   | 10,000             |
| 50,000     | 5    | 10,000             |
| 10,000     | 1    | 10,000             |

Legend



0 1 2 3

miles



## Transportation 4.0

### Appendix A

#### A. Arterial Streets:

**Blossom Hill Road:** from Winchester Blvd. to Harwood Road

**Knowles Drive:** from Pollard Road to Winchester Blvd.

**Lark Avenue:** from Winchester Blvd. to Los Gatos Blvd.

**Leigh Avenue:** from Los Gatos-Almaden Road to Blossom Hill Road

**Los Gatos-Almaden Road:** from Los Gatos Blvd. to Leigh Avenue

**Los Gatos Boulevard:** from Route 85 to Los Gatos-Saratoga Road

**Los Gatos-Saratoga Road:** from Los Gatos Boulevard to Town Limits

**Pollard Road:** from San Tomas Aquino Creek to Knowles Drive

**Santa Cruz Avenue:** from Blossom Hill Road to Los Gatos-Saratoga Road

**Union Avenue:** from Los Gatos-Almaden Road to Blossom Hill Road

**Winchester Boulevard:** from Division Street to Blossom Hill Road

#### B. Collector Streets:

**Los Gatos Blvd.:** from Los Gatos-Saratoga Road to E. Main Street

**Main Street:** from Bayview Avenue to Los Gatos Blvd.

**Santa Cruz Avenue:** from Los Gatos-Saratoga Road to Highway 17

**University Avenue:** from Main Street to Blossom Hill Road

#### C. Neighborhood Collector:

**Alberto Way:** from Los Gatos-Saratoga Road to end

**Almond Blossom Lane:** from Harwood Road to Town Limits

**Andrews Street:** from University Avenue to Rose Avenue

**Anne Way:** from Union Avenue to Leigh Avenue

**Arroyo Grande Way:** from Lark Avenue to Garden Hill Lane

**Bachman Avenue:** from University Avenue to Alexander Avenue

**Bacigalupi Drive:** from Belwood Gateway to Westhill Drive

**Bayview Avenue:** from West Main Street to Pennsylvania Avenue

**Belgatos Road:** from Blossom Hill Road to Westhill Drive

**Belwood Gateway:** from Blossom Hill Road to Harwood Road

**Bicknell Road:** from Quito to Montclair Road

**Blossom Dale Drive:** from Blossom Hill Road to Blossom Valley Drive

**Blossom Valley Drive:** from Blossom Dale Drive to Taft Drive

**Camellia Terrace:** from Blossom Hill Road to Longwood Drive

**Camino del Cerro:** from Los Gatos-Almaden Road to Escobar Avenue

**Camino del Cerro:** from Blossom Hill Road to Westchester Drive

**Capri Drive:** from Knowles Drive to West Parr Avenue

**Cardinal Lane:** from Stonybrook Road to Hilow Road

**Carlton Avenue:** from Los Gatos-Almaden Road to Town Limits east of National Avenue

**Cherry Blossom Lane:** from Shannon Road to Los Gatos-Almaden Road

**Clearview Drive:** from La Rinconada Drive to Wimbledon Drive

**Daves Avenue:** from Winchester Blvd. west

**Englewood Avenue:** from Kennedy Road to Shannon Road

**Escobar Avenue:** from Longwood Drive to Camino del Cerro

**Garden Hill Lane:** from Lark Avenue to Arroyo Grande Way

**Gateway Drive:** from Los Gatos Blvd. to Carlton Avenue

**Glen Ridge Avenue:** from Pennsylvania Avenue to Hernandez Avenue

**Harding Avenue:** from Los Gatos Blvd. to Vista del Monte

**Harwood Road:** from Blossom Hill Road to southern intersection of Alerche Drive

**Hernandez Avenue:** from Glen Ridge Avenue to Town Limits





**Herschner Drive:** from Howes Drive to Kentfield Drive  
**Hilow Road:** from Shannon Road to Cardinal Lane  
**Howes Drive:** from Los Gatos-Almaden Road to Herschner Drive  
**Kennedy Road:** from Los Gatos Blvd. to South Kennedy Road  
**Kensington Way:** from Anne Way to Herschner Drive  
**Kentfield Drive:** from Los Gatos-Almaden Road to Herschner Drive  
**Knowles Drive:** from Winchester Blvd. to Dell Avenue  
**La Rinconada Drive:** from Winchester Blvd. to Clearview Drive  
**Lester Lane:** from Los Gatos-Almaden Road to Camino del Sol  
**Lilac Lane:** from Oleander Avenue to Longwood Drive  
**Loma Alta Avenue:** from Los Gatos Blvd. to Cypress Way  
**Marchmont Drive:** from Englewood Avenue to Hilow Road  
**Mariposa Avenue:** from Santa Cruz Avenue to San Benito Avenue  
**Montclair Road:** from Quito Road to Bicknell Road  
**More Avenue:** from Pollard Road to Bicknell Road  
**National Avenue:** from Samaritan Drive to Los Gatos-Almaden Road  
**Nino Avenue:** from Los Gatos Blvd. to Nino Way  
**Oka Lane:** from Lark Avenue to W. Mozart Avenue  
**Old Blossom Hill Road:** from Blossom Hill Road to Blossom Hill Road  
**Oleander Avenue:** from Cherry Blossom Lane to Lilac Lane  
**Pennsylvania Avenue:** from Bayview Avenue to Glen Ridge Avenue  
**Quito Road:** from Bicknell Road to Pollard Road  
**Ridgecrest Avenue:** from Hernandez Avenue to Highway 9 (Monte Sereno)  
**Roxbury Lane:** from More Avenue to Wedgewood Avenue  
**San Benito Avenue:** from Mariposa Avenue to Andrews Street  
**Shannon Road:** from Los Gatos Blvd. to Short Road  
**Short Road:** from Shannon Road to Old Blossom Hill Road  
**Spreckles Avenue:** from Loma Alta Avenue to Vista del Mar  
**Stonybrook Road:** from Kennedy Road to Cardinal Lane  
**Taft Drive:** from Blossom Valley Drive to Los Gatos-Almaden Road  
**Tait Avenue:** from West Main Street to Los Gatos-Saratoga Road  
**University Avenue:** from Blossom Hill Road to Lark Avenue  
**Vista del Mar:** from Spreckles Avenue to Vista del Monte  
**Vista del Monte:** from Kennedy Road to Vista del Mar  
**Wedgewood Avenue:** from Roxbury Lane to Wimbledon Drive  
**Westchester Drive:** from Camino del Cerro to Taft Drive  
**Westhill Drive:** from Blossom Hill Road to Bacigalupi Drive  
**West Parr Avenue:** from Pollard Road to Capri Drive  
**Wimbledon Drive:** from Wedgewood Avenue to Winchester Blvd.

D. Hillside Collector Streets:

**Alma Bridge Road:** from Highway 17 to Lime Kiln Road  
**Arnerich Road:** from Hicks Road to Deer Park Road  
**Aztec Ridge:** from westerly terminus to Blackberry Hill Road  
**Blackberry Hill Road:** from Mireval Road to end

**College Avenue:** from Main Street to Prospect Avenue  
**Cross Way:** from Loma Alta Avenue to Johnson Avenue  
**Cypress Way:** from Spring Street to Mireval Way  
**Deer Park Road:** from Shannon Road to Arnerich Road  
**Forrester Road:** from Kennedy Road to Top of the Hill Road  
**Foster Road:** from Johnson Avenue to end  
**Hicks Road:** from Camden Avenue to Arnerich Road  
**Johnson Avenue:** from Cross Way to Foster Road  
**Kennedy Road:** from South Kennedy Road to Shannon Road  
**Long Meadow Drive:** from Kennedy Road to Twin Oaks Drive  
**Maya Way:** from Mireval Way to Aztec Ridge





**Mireval Way:** from Cypress Way to Ravinia Way  
**Overlook Road:** from Wissahickon Avenue to end  
**Paseo Carmelo:** from Mireval Way to Ravinia Way  
**Pennsylvania Avenue:** from Glen Ridge Avenue to Wissahickon Avenue  
**Phillips Avenue:** from Cypress Way to South Kennedy Road  
**Prospect Avenue:** from Reservoir Road to College Avenue  
**Ravinia Way:** from Terresita Way to Mireval Way

**Reservoir Road:** from Villa Avenue to Prospect Avenue  
**Santa Rosa Drive:** from Shannon Road to end  
**Shannon Road:** from Short Road to Hicks Road  
**Sierra Azule Drive:** from Santa Rosa Drive to Sky Lane  
**Sky Lane:** from Shannon Road to Sierra Azule Drive  
**South Kennedy Road:** from Kennedy Road to Kennedy Road  
**Spring Street:** from Cypress Way to Tourney Loop  
**Sund Drive:** from Foster Road to end  
**Suview Drive:** from Shannon Road to end  
**Terresita Way:** from Kennedy Road to Ravinia Way  
**Top of the Hill Road:** from Kennedy Road to Kennedy Road  
**Tourney Loop:** from Spring Street to Tourney Road  
**Twin Oaks Drive:** from Long Meadow Drive to unnamed,  
**Villa Avenue:** from College Avenue to Reservoir Road  
**Wissahickon Avenue:** from Pennsylvania Avenue to Overlook Road  
**Wooded View Drive:** from Shannon Road to end





Several days after the capture of the ship, the crew was taken to the shore and the ship was burned. The crew was then taken to the shore and the ship was burned. The crew was then taken to the shore and the ship was burned.

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# ***GENERAL PLAN CHAPTER 5: Vasona Light Rail & Route 85 Element***

## **5.1 History**

## **5.2 Introduction**

## **5.3 Guiding Principals**

## **5.4 Goals, Policies, Implementing Strategies**

Issue #1 Mass Transit Connections

Issue #2 Residential Land Uses

Issue #3 Non-Residential Land Uses

Issue #4 Limiting Adverse Impacts & Timing of Development

## **5.5 Policies for Specific Areas**

Vasona Junction

Oka Road

North Forty

East Los Gatos Boulevard

### **Maps**

Vasona Light Rail & Route 85 Area Map





# GENERAL PLAN CHAPTER 2: Various Light Rail & Heavy Rail Elements

2.1. Overview

2.2. Introduction

2.3. Guiding Principles

2.4. Goals, Objectives, & Performance Measures





## 5.0 VASONA LIGHT RAIL AND ROUTE 85 ELEMENT

### 5.1 HISTORY

This element of the General Plan replaces the Route 85 Element that was adopted as part of the 1985 General Plan and updates the Route 85 and Vasona Light Rail Element (VLR Element) that was adopted in 1994 after extensive public input. In October 1990 the Town Council approved several agreements with the State Department of Transportation and the Santa Clara County Traffic Authority regarding the design of Route 85. In summary, the agreements allow Cal Trans to construct a 6-lane freeway through the Town with the median of the freeway reserved for mass transit. In addition, the Vasona Light Rail is proposed to utilize the existing Southern Pacific Railroad Tracks located adjacent to Winchester Boulevard for a mass transit facility that would terminate in Los Gatos at Route 85 and would connect with the Cahill Street Station in San Jose. A Park and Ride facility is proposed to be located adjacent to Route 85 on Winchester Boulevard. Ultimately, the Vasona Light Rail will be extended southbound into the median of Route 85 toward San Jose and northbound following the existing Southern Pacific right-of-way toward Cupertino.

This element of the General Plan is warranted because it is critical that the Town take advantage of the opportunities and respond to the challenges created by Route 85 and the Vasona Light Rail. The unique nature of these transportation facilities necessitates that the Town take a proactive role in planning for the future of the surrounding areas. The Vasona Light Rail and Route 85, as well as the land uses planned for the surrounding areas, will affect and benefit the entire community. Consequently, these issues have been addressed as a separate element to the General Plan in order to incorporate corresponding impacts in other elements of the General Plan for internal consistency.

### 5.2 INTRODUCTION

Construction of Route 85 has had a significant impact on traffic within the Town since it was opened in October 1994. Reductions of traffic volumes on some arterials and collector streets has occurred, while others have experienced increases. Route 85 is approaching capacity during the peak commute hours, but is still a desirable primary route for autos. The freeway provides for a future mass transit system and it is rational to assume that a portion of the existing commuting traffic that utilizes Route 85 and Town streets would utilize such a facility. In addition, the proposed Vasona Light Rail is closer than ever to being a reality, with plans to build the facility as far south as Campbell within the next few years. These systems would provide a much needed means of connecting Los Gatos with regional mass transit systems and through mass transit with the rest of Silicon Valley and the Bay Area.

Since Route 85 and the Vasona Light Rail will have a significant impact on transportation within the Town, it is critical to determine what land uses will best take advantage of these transportation facilities as well as meet the needs of the Town. It is also critical that the Town determine when these land uses can be implemented. The Town has continually taken a proactive approach on this important issue and support's land uses that promote and take advantage of the transit opportunities afforded while also meeting the housing and commercial needs of the Town.





As stated in the Housing Element, Los Gatos has a need for affordable housing, both for seniors and families. Areas adjacent to the Vasona Light Rail facility and Route 85 would be good locations for meeting these Town needs due to their proximity to mass transit and to commercial needs of the future residents.

Los Gatos is a special place, and it is important to demarcate our boundaries when entering or leaving from/to other cities. Open space and gateways, including open space as gateways, are means of doing so. The Route 85 study area offers opportunities to preserve and use open space for this purpose.

The VLR Element consists of general goals, policies and implementation measures that apply to the entire VLR Element area shown on the map included as figure 5.1. The area generally encompasses the area bounded by Capri Dr. and Winchester Blvd. on the west, Vasona Lake on the south, National Ave. on the east, and the northern Town limits. This area was defined based on the land use and circulation patterns and the proximity of property to existing and future transportation facilities.

### 5.3 GUIDING PRINCIPLES

Throughout the process of preparing this element, several basic planning principles served as the foundation for designations for land use for the area. These guiding principles are repeated throughout the text of this element in one form or another. **The overarching principle guiding land use planning for the area is that development shall be community oriented, pedestrian oriented, and transit oriented and designed and scaled to maintain a small-town character.** This concept, more than any other, is exemplified in the guiding principles below and throughout this element, ensuring orderly development of the area and the Town.

#### **ROUTE 85 AND VASONA LIGHT RAIL ELEMENT GUIDING PRINCIPLES**

- ☐ **DEVELOPMENT SHALL NOT EXCEED TRANSPORTATION CAPACITY**
- ☐ **EXISTING ZONING OF LAND AROUND VASONA LIGHT RAIL SHALL BE MAINTAINED UNTIL VASONA LIGHT RAIL IS PLANNED AND FUNDED**
- ☐ **RESIDENTIAL DEVELOPMENT SHALL FURTHER THE TOWN'S HOUSING GOALS, AS OUTLINED IN THE HOUSING ELEMENT**
- ☐ **A MIXTURE OF NON-RESIDENTIAL USES THAT SERVE RESIDENTS NEEDS, MAINTAIN THE CHARACTER OF LOS GATOS, AND COMPLEMENT EXISTING AND PLANNED USES IS DESIRABLE**
- ☐ **PUBLIC UTILITIES SHALL BE DESIGNED AND UPGRADED TO ACCOMMODATE BUILD-OUT**
- ☐ **MAJOR DEVELOPMENTS SHALL BE PROCESSED AS PLANNED DEVELOPMENTS**

In addition to general policies that apply throughout the area, specific goals, policies and implementation measures are identified for each of the four sub-areas.







## 5.4 GOALS, POLICIES, IMPLEMENTING STRATEGIES

### ISSUE 1:

The Vasona Light Rail and mass transit facilities to be installed in the median of Route 85 will link the Town with the rest of Silicon Valley and the Bay Area. The Town needs to address how it can take advantage of the mass transit opportunities presented by these connections.

#### Goal:

- V.G.1.1 To promote the construction of Vasona Light Rail and mass transit facilities in the Route 85 median.

#### Policies:

- V.P.1.1 Future development shall offer or contribute to transit services that link the Vasona Light Rail with the rest of Los Gatos.
- V.P.1.2 The Town shall continue to support and promote Route 85 as a multi-modal facility that includes a freeway with High Occupant Vehicle (HOV) lanes, mass transit uses in the median (light rail and/or express buses), and connections to the Vasona Light Rail facility.
- V.P.1.3 Circulation planning for the Town shall recognize the potential for mass transit connections via Route 85 and the Vasona Light Rail.
- V.P.1.4 Facilities developed for Vasona Light Rail station and Route 85 mass transit connections shall be safe, convenient, and attractive for bicycle and pedestrian use.

#### Implementing Strategies:

- V.I.1.1 Mass transit: Cooperate and coordinate with all appropriate agencies to facilitate construction of mass transit.

Time Frame: On-going  
Responsible Party: Planning and Town Council

- V.I.1.2 Mass transit: Coordinate and proactively participate with other communities and agencies to ensure that the proposed mass transit facilities are acceptable to the Town.

Time Frame: On-going  
Responsible Party: Planning and Town Council

- V.I.1.3 Transportation Alternative: Development shall provide Transportation Alternative programs or facilities that help link development and mass transit. These programs may include providing bicycle racks, shower and locker facilities, transit passes to employees, etc. In-lieu fees or other funding mechanisms may be required to provide a shuttle for the area.

Time Frame: On-going  
Responsible Party: Planning and Deciding Body





## Residential Land Uses



- V.I.1.4 Shuttle system: Work with the transportation agencies to determine the feasibility and means of financing a Town wide shuttle system.

Time Frame: 2000 - 2005  
Responsible Party: Planning and Engineering

### ISSUE 2:

There are more large parcels of land that are suitable for residential development within the area than within any other area of the Town. The current uses of these parcels range from orchards to underutilized residential property to manufacturing. The commonality of all of these parcels is their proximity to future mass transit and their capability of helping the Town meet its housing goals, as outlined in the housing element. The issue is which types of housing needed by the Town are best suited for siting within the area, and where within the area they should be constructed.

#### Goals:

- V.G.2.1 To encourage affordable housing (senior housing, multi-family housing, mixed use w/housing) in appropriate locations that address the Town's housing needs and take advantage of the opportunities afforded by mass transit.
- V.G.2.2 To encourage mixed use developments that coordinate housing in proximity to either neighborhood commercial uses or work/residential uses.
- V.G.2.3 To reduce traffic impacts of residential development within the area by taking advantage of mass transit opportunities.

#### Policies:

- V.P.2.1 Residential development proposals within the area must demonstrate how they address the Town's unmet housing goals for affordable housing.
- V.P.2.2 Mixed use proposals within the area must address how the uses within the development are compatible and synergistic.
- V.P.2.3 Residential development proposals within the area must address how they take advantage of mass transit opportunities.

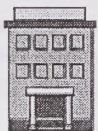
#### Implementing Strategies:

- V.I.2.1 Residential Development applications will be reviewed for consistency with the General Plan.

Time Frame: On-going  
Responsible Party: Applicant and Planning

### ISSUE 3:

The area has easy access to both Route 85 and Highway 17, and includes connections to both major north-south arterials (Winchester and Los Gatos Blvd.) and one major east-west arterial (Lark Avenue). The area contains large underdeveloped parcels that may be suitable for commercial or recreational uses.



## Non-Residential Land Uses





**Goal:**

- V.G.3.1 To provide opportunity for land uses that address the recreational needs of the Town.
- V.G.3.2 To provide opportunity for a variety of non-residential land uses within the area.

**Policies:**

- V.P.3.1 Sites for recreational open space and playfields shall have convenient access and be designed with adequate buffers if adjacent to residential uses.
- V.P.3.2 Commercial development of any type (office, retail, research & development, etc.) shall be designed in keeping with the small town character of Los Gatos.
- V.P.3.3 Encourage a mix of commercial, office and light industrial and recreational uses within the area, especially in areas less suited to residential development due to noise.
- V.P.3.4 Encourage mixed use commercial in conjunction with affordable housing.

**Implementing Strategies:**

- V.I.3.1 Non-residential Development applications shall be reviewed for compliance with the General Plan and must limit impacts on residential uses.

Time Frame: On-going  
Responsible Party: Applicant

**ISSUE 4:**

Residential and non-residential uses produce different impacts on the community. The impacts on traffic, noise, schools, open space and other quality of life issues will vary, depending on the final mixture of residential and non-residential uses approved within the area. The overall planning for the area needs to limit the adverse impacts on the quality of life of all of the residents of Los Gatos and to provide for open space.

**Goals:**

- V.G.4.1 To limit the adverse impacts of development within the area.
- V.G.4.2 To encourage the best mixture of residential and nonresidential uses within the area which achieves the least impact on traffic, noise, schools, etc.
- V.G.4.3 To provide for suitable open space.

*Limiting Adverse  
Impacts and  
Timing of  
Development*



### Policies:

- V.P.4.1 Development shall not exceed transportation capacity.
- V.P.4.2 The siting scale and design of buildings in relationship to each other shall facilitate and encourage pedestrian gathering.
- V.P.4.3 Major development projects shall be processed as planned developments.
- V.P.4.4 The design of structures and open space shall be compatible with the small-town character of Los Gatos.
- V.P.4.5 Development shall facilitate the upgrading of utilities to that needed by the area when it is fully developed.

### Implementing Strategies:

- V.I.4.1 Design guidelines shall be adopted and used to review development applications within the area for issues unique to the area (gateway, scenic vistas, open space, etc.)

Time Frame: 2000 - 2005

Responsible Party: Planning

- V.I.4.2 Project applicants must evaluate and provide appropriate mitigation measures to reduce impacts on urban services including schools, utilities, police and fire.

Time Frame: On-going

Responsible Party: Planning

- V.I.4.3 Project applicants shall demonstrate how the project meets the specific goals and policies of this section.

Time Frame: On-going

Responsible Party: Planning

- V.I.4.4 Require environmental audits (Phase I assessments) for all sites where property is suspected of containing any toxins.

Time Frame: On-going

Responsible Party: Applicants

## **5.5 POLICIES FOR SPECIFIC AREAS**

### Policies:

- V.P.5.1 No change in zoning shall be allowed until development of the Vasona Light Rail is planned and funded.
- V.P.5.2 Development in this area shall consist of housing that meets the affordable housing goals of the Town and neighborhood commercial uses that provide services to all residents of Los Gatos.
- V.P.5.3 Mixed use commercial/housing developments maybe considered in this sub-area.

*Area 1*  
*Vasona Junction*





- V.P.5.4 The Town shall work with developers, the Santa Clara Valley Transportation Authority (VTA), and other agencies to ensure that this sub-area is developed in a manner that takes full advantage of the transit opportunities afforded by the Vasona Light Rail and any mass transit provided in Route 85.
- V.P.5.5 Projects developed in this sub-area shall contribute to a pedestrian/bicycle bridge over Los Gatos Creek.
- V.P.5.6 Projects developed in this sub-area shall contribute and enhance the natural view corridor and landscape of the Los Gatos Trail.

**Implementing Strategies:**

- V.I.5.1 Existing zoning and uses will be maintained until Vasona Light Rail is planned and funding is approved. Development may be phased with the completion of the Vasona Light Rail. In no case may development exceed transportation capacity.

Time Frame: Dependant upon timing of Vasona Light Rail  
Responsible Party: Planning

- V.I.5.2 Process major development projects as planned developments.

Time Frame: On-going  
Responsible Party: Planning

- V.I.5.3 Evaluate whether development of air rights at the Vasona Light Rail station facility should be allowed or could feasibly be accomplished without creating visual congestion or violating the small-town character of Los Gatos. If allowable, coordinate with the Santa Clara Valley Transportation Authority (VTA) and other agencies to allow development of appropriate uses (affordable housing and neighborhood commercial and businesses that cater to commuters).

Time Frame: 2000 - 2005  
Responsible Party: Planning

- V.I.5.4 Orient development to take advantage of the amenities of the Los Gatos Creek and the Creek Trail. Establish in-lieu fees for new projects that will fund a pedestrian/bicycle bridge over Los Gatos Creek.

Time Frame: 2000 - 2005  
Responsible Party: Planning

- V.I.5.5 Develop a pedestrian/bicycle bridge over Los Gatos Creek through development fees, grants, and other means available to the Town.

Time Frame: Dependant upon development  
Responsible Party: Planning

- V.I.5.6 Evaluate projects as to how the built environment naturally blends into the surrounding landscape in such areas as scale, materials, hardscape, lights and landscape.

Time Frame: On-going  
Responsible Party: Planning





Area 2  
Oka Road

**Policies:**

- V.P.6.1 Development shall be designed to take advantage of the amenities offered by Los Gatos Creek and to preserve watersheds, riparian habitats and wildlife corridors.
- V.P.6.2 Development projects shall incorporate design features to buffer dwelling units from the visual and noise impacts of Highway 17 and Route 85.
- V.P.6.3 The maintenance road along the east side of Los Gatos Creek shall function for emergency access.
- V.P.6.4 Develop a pedestrian/bicycle bridge across Los Gatos Creek and a continuous trail system along the east side of Los Gatos Creek from Lark Ave. to the northern Town limit in keeping with the Trails and Bikeways Master Plan.

**Implementing Strategies:**

- V.I.6.1 Orient and site residential units to take advantage of the amenities of the Los Gatos Creek Trail system and to preserve watersheds, riparian habitats and wildlife corridors.

Time Frame: On-going  
Responsible Party: Planning

- V.I.6.2 Require a noise study for development applications, identifying degrees of impact and noise attenuation measures, if necessary, to mitigate noise impacts on residential neighborhoods.

Time Frame: On-going  
Responsible Party: Planning

- V.I.6.3 Provide emergency access to Lark Ave. via the Santa Clara Valley Water District maintenance road for properties between Los Gatos Creek and Oka Road through conditions on development applications.

Time Frame: On-going  
Responsible Party: Planning

- V.I.6.4 Provide a trail connection for pedestrians and bicyclists along Los Gatos Creek adjacent to Bonnie View Mobile Home Park and the Santa Clara Valley Water District maintenance facility to complete the trail along the east side of Los Gatos Creek from Lark Ave. to the northern Town limits.

Time Frame: On-going  
Responsible Party: Planning

**Policies:**

- V.P.7.1 The Town shall guide future development in the sub-area.
- V.P.7.2 The Town shall encourage uses that serve Town residents. These include, but are not limited to, open space/playfields, office, and retail and other commercial uses. Residential uses may be permitted when located over commercial as part of mixed-use development and only

Area 3  
North Forty





with acceptable mitigation of adverse noise, air quality, and other environmental hazards.

V.P.7.3 Encourage innovative designs, phased design schemes and mixes of uses that are consistent with the Los Gatos Boulevard Plan and Design Standards.

V.P.7.4 Site plans shall be designed to minimize traffic impacts and to preserve sufficient open space.

**Implementing Strategies:**

V.I.7.1 Design standards: Prepare development standards that include criteria and provisions for comprehensive design review, recognizing the area as a "gateway" to Los Gatos.

Time Frame: 2001 - 2002

Responsible Party: Planning

V.I.7.2 Specific Plan: Prepare and adopt a specific plan for this sub-area.

Time Frame: 2001 - 2002

Responsible Party: Planning

V.I.7.3 Planned developments: Process major developments as planned developments.

Time Frame: On-going

Responsible Party: Planning

V.I.7.4 Proactive guiding role: Take a proactive role in defining desirable uses and site design by various means, including but not limited to:

- ☐ Exploring methods of financing infrastructure improvements.
- ☐ Working with property owners and prospective developers to facilitate orderly development.

Time Frame: On-going

Responsible Party: Planning

V.I.7.5 Project Review: Evaluate proposed uses and designs to ensure they are consistent with the Los Gatos Boulevard Plan and Design Standards. Developer's may be asked to provide surveys, market studies and other information deemed necessary to assure these objectives are met.

Time Frame: On-going

Responsible Party: Planning

V.I.7.6 Cut-through traffic: Ingress and egress shall be designed to minimize opportunities for traffic impacts on surrounding residential neighborhoods.

Time Frame: On-going

Responsible Party: Planning





Area 4  
East Los Gatos  
Boulevard

**Policies:**

- V.P.8.1 Encourage mixed use development (office/medium-high density residential) north of Lark Ave.
- V.P.8.2 Encourage development of residential rental units.
- V.P.8.3 Development shall incorporate features to buffer dwelling units from noise and other impacts.
- V.P.8.4 Encourage parcel assembly to provide greater design flexibility and minimize driveways along Los Gatos Blvd.

**Implementing Strategies:**

- V.I.8.1 Mixed use: Projects proposing all office or all residential will be evaluated to ensure that the Town's desire for mixed use is fulfilled. Shared parking for projects with mixed use will be allowed.

Time Frame: On-going  
Responsible Party: Planning

- V.I.8.2 Rental/ affordability preference: Evaluate proposals with residential uses to assure that the Town's housing goals are being furthered.

Time Frame: On-going  
Responsible Party: Planning

- V.I.8.3 Planned developments: Process major development proposals as planned developments.

Time Frame: On-going  
Responsible Party: Planning

- V.I.8.4 Adopted Plans: Evaluate proposed uses and designs to ensure they are consistent with the Los Gatos Boulevard Plan and Design Standards Plan.

Time Frame: On-going  
Responsible Party: Planning

- V.I.8.5 Noise: Applications for projects that front on Los Gatos Blvd and/or back up to property on National Ave. or Camino del Sol shall include a noise study proposing mitigation measures to reduce noise impacts on existing and future residents.

Time Frame: On-going  
Responsible Party: Planning

- V.I.8.6 Mixed use design: Develop and adopt standards for mixed use design, to be used in the review process of all mixed use developments.

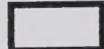
Time Frame: 2001 - 2002  
Responsible Party: Planning





# Vasona Light Rail Route 85 Area Map

Town of Los Gatos

 Area Boundary  
 Sub Areas

- ① Vasona Junction
- ② Oka Road
- ③ North Forty
- ④ E. Los Gatos Blvd.

 0 400 800 Feet

Figure 5.1

Campbell

1

HWY 85

2

HWY 17

3

4

Los Gatos

Los Gatos Blvd.

Lark Ave.

Winchester Blvd.







# ***GENERAL PLAN CHAPTER 6:*** ***Open Space Element***

## **6.1 Introduction**

## **6.2 Open Space Inventory**

## **6.3 Goals, Policies, Implementing Strategies**

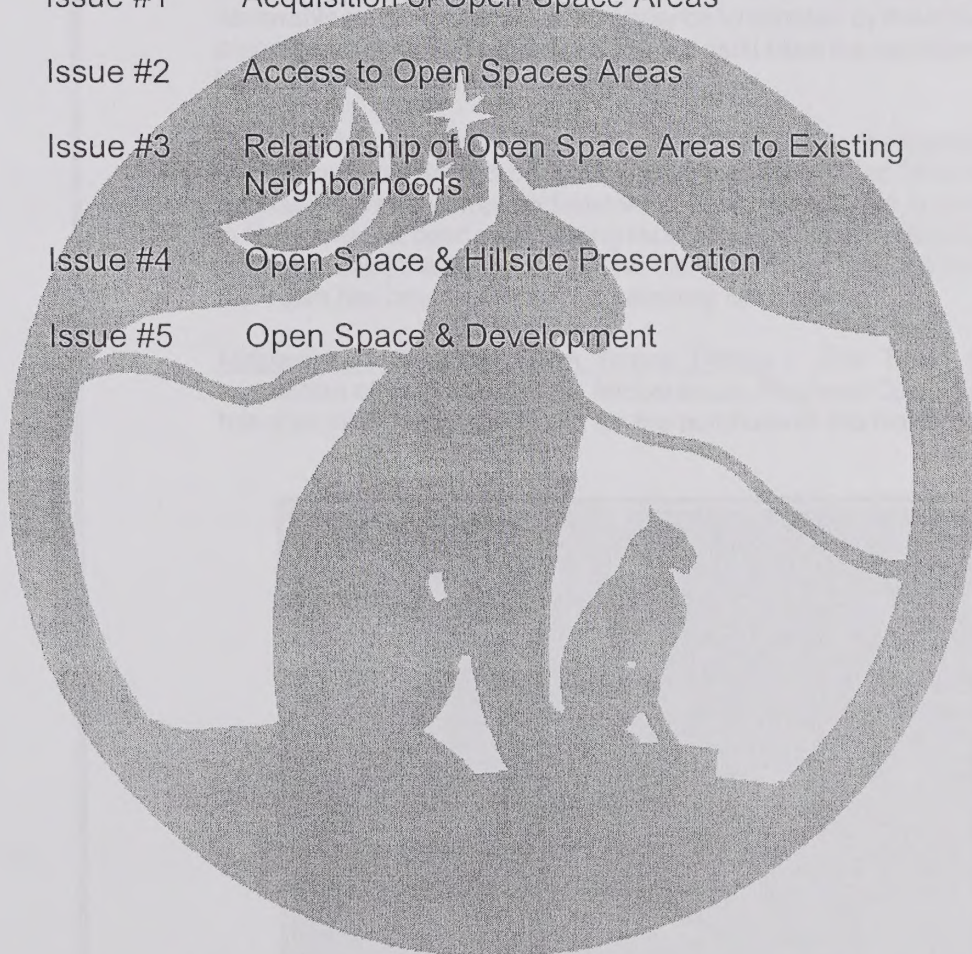
Issue #1 Acquisition of Open Space Areas

Issue #2 Access to Open Spaces Areas

Issue #3 Relationship of Open Space Areas to Existing  
Neighborhoods

Issue #4 Open Space & Hillside Preservation

Issue #5 Open Space & Development





# GENERAL PLAN CHAPTER 6: Open Space Element

6.1 Introduction

6.2 Open Space Inventory

6.3 Goals, Policies, and Implementation

6.4 Open Space Inventory

6.5

6.6





## 6.0 OPEN SPACE ELEMENT

### 6.1 INTRODUCTION

Open space areas in the Town of Los Gatos add greatly to the character of the Town, helping to create a unique and pleasant atmosphere for Town residents and visitors. This element addresses the specific concerns of the Town in relation to effectively acquiring, utilizing, and preserving open space areas. This element provides an open space inventory as mandated by State law. The Open Space Element is further segmented into the following issue areas:

- ☐ Acquisition of Open Space Areas;
- ☐ Access to Open Space Areas;
- ☐ Open Space and Existing Neighborhoods;
- ☐ Open Space and Hillside Preservation;
- ☐ Open Space and Development.

The following three tools have been helpful to the Town in the past in terms of identifying open space issues and creating policies that effectively address such issues.

Williamson Act - The California Land Conservation Act of 1965 provides that a legislative body may establish open space preserves by entering into contractual agreement with private land owners. This act was designed to give tax relief to those wishing to remove their generally agricultural property from the pressures of urbanization. Williamson Act contracts run for ten years, are automatically renewable on an annual basis, and may be terminated by the initiative of either the property owner or the legislative body; but must have the sanction of the legislative body before the contract is terminated.

Planned Development - The Town has utilized this development technique to provide both public and private open space areas. The Planned Development approach permits complete freedom of design which has in every case resulted in large areas of open space being retained in perpetuity. Development densities cannot exceed that projected by the General Plan. Through the use of this tool, the Town has been successful in retaining open space.

Midpeninsula Regional Open Space District - The Town has encouraged acquisition of properties by the Midpeninsula Regional Open Space District and has also joined with the District for the purchase of the Novitiate property.





## 6.2 OPEN SPACE INVENTORY

The Government Code requires that every open space element includes an inventory of public and private open space lands. The statute also requires that the inventory includes lands in the following four categories: (1) The preservation of natural resources; (2) The managed production of resources; (3) Outdoor recreation; and (4) Public health and safety. A given piece of land can fall into one or more of these categories. Rather than list lands by these categories, the Town has developed the following Table to show open space by acreage, and percentages of total Town land:

Table 5.1  
GENERAL PLAN LAND USE ESTIMATED ACREAGE; OPEN SPACE

| General Plan Category                    | Number of Parcels | Acreage | Percentage of Town |
|------------------------------------------|-------------------|---------|--------------------|
| <b>Public:</b>                           |                   |         |                    |
| <i>Public</i>                            | 14                | 15.4    | 0.132              |
| <b>Schools:</b>                          |                   |         |                    |
| <i>Schools</i>                           | 17                | 118.6   | 0.161              |
| <b>Open Space:</b>                       |                   |         |                    |
| <i>Open Space</i>                        | 159               | 548.3   | 1.504              |
| <i>Agriculture</i>                       | 20                | 221.2   | 0.189              |
| <i>Mid-Peninsula Open Space District</i> | 13                | 798.2   | 0.123              |
| <b>Total:</b>                            | 223               | 1701.7  | 2.109              |

Source: RBF and Associates, 1999

## 6.3 GOALS, POLICIES, IMPLEMENTING STRATEGY

### ISSUE 1:

Open space acquisition should be a priority for the Town as it enhances the quality of life for residents and visitors. Lands that can be used to protect the safety of residents should be acquired as open space areas.

#### Goal:

O.G.1.1 To acquire open space areas within the Town of Los Gatos, particularly lands which provide recreational uses and will protect the public health, welfare, and safety of residents and visitors (e.g. lands in flood plains, watershed lands, or lands subject to fire or geologic hazards).

*Acquisition of  
Open Space Areas*





### Policies:

- O.P.1.1 Promote coordination with all levels of government in utilizing available resources for the acquisition and development of open space.
- O.P.1.2 Use open space acquisitions to support the programs in the Conservation and Safety Elements of this General Plan.
- O.P.1.3 Acquire and maintain open space areas in order to define the Town's southern boundary as passive open space.
- O.P.1.4 Acquire parcels via fees or purchase of easements.
- O.P.1.5 Promote a system of Town parks and trails and maximize the use of public utility easements, flood control channels, school grounds, and other quasi-public areas for recreational uses and playfields.
- O.P.1.6 Maintain adequate open space along the Route 85 corridor as property is developed.

### Implementing Strategies:

- O.I.1.1 Tools: Encourage the use of Williamson Act contracts and Planned Development applications as a means to preserve open space.

Time Frame: On-going

Responsible Party: Planning and Town Council

- O.I.1.2 Guidelines: Establish guidelines for developmental review that protect:

- a. Wildlife habitat.
- b. Natural watershed lands.
- c. Historic sites.
- d. Aesthetically significant sites.

Time Frame: 2000-2005

Responsible Party: Planning, Engineering and Parks

- O.I.1.3 Safety: Use the policies and implementation measures of the Safety Element to restrict development in safety hazard areas.

Time Frame: On-going

Responsible Party: Planning and Engineering

- O.I.1.4 Open space acquisition: Institute an acquisition program consistent with the Housing Element that includes, fee purchase, easement dedications and land donations. Areas to be considered: Novitiate, hillside open space, additional park sites, closed school sites and large land-locked parcels.

Time Frame: On-going

Responsible Party: Parks Commission, Town Manager and Town Council

- O.I.1.5 Needs assessment: Assess the need for additional developed parks and playfields in the Town of Los Gatos.

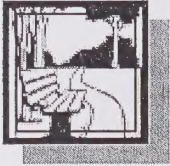
Time Frame: 2000-2005

Responsible Party: Parks Commission





## Access to Open Space Areas



- O.I.1.6 Scenic Easements: Consider establishing a program to acquire scenic easements through dedication or purchase.

Time Frame: 2001-2002  
Responsible Party: Parks and Planning

### ISSUE: 2

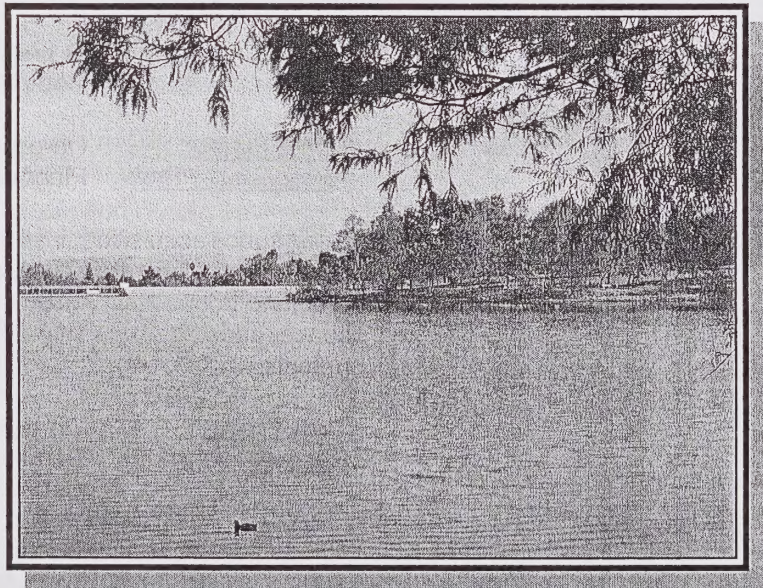
Open Space areas, that are open to the public, particularly regional open space areas, need to be easily accessible. Open space areas shall provide access for equestrians and bicycles, as well as address the needs of persons who are physically disabled.

#### Goal:

- O.G.2.1 To make open space areas within the Town accessible to all residents of and visitors to the Town as appropriate.

#### Policies:

- O.P.2.1 Provide access that is consistent with types and locations of open space areas.
- O.P.2.2 Provide adequate access to open space areas and related facilities for the physically disabled.
- O.P.2.3 Consider access from new residential developments to open space where appropriate.
- O.P.2.4 Connect open space areas via a system of trails.
- O.P.2.5 Locate, develop, and maintain access roads in ways that do not create negative impacts on open space areas.





*Relationship of  
Open Space  
Areas to  
Existing  
Neighborhood*



**Implementing Strategies:**

O.I.2.1 Access: All developed open space shall have access from streets. All natural open space shall have access by trails or local streets, with adequate protection of adjacent residential areas.

Time Frame: 2001  
Responsible Party: Engineering

O.I.2.2 Trail dedication: Include trail dedication as a condition of approval for any development which includes a section of trail shown on the Trails Plan.

Time Frame: On-going  
Responsible Party: Parks, Planning and Deciding Body

O.I.2.3 Disabled access: Provide disabled facilities in and accessibility to all developed parks, unless they would be detrimental to public safety or welfare.

Time Frame: On-going  
Responsible Party: Parks, Building and Engineering

**ISSUE 3:**

Open space should be provided in unobtrusive ways. Open Space should be a benefit to, not a burden on existing neighborhoods. Open Space in existing neighborhoods should be provide in unobtrusive ways.

**Goal:**

O.G.3.1 To maintain open space areas and parks that enhance existing residential neighborhoods. Create open space areas and parks that blend into existing neighborhoods and other Town features.

**Policies:**

O.P.3.1 Provide open space in residential areas.

O.P.3.2 Maintain the Town's high standards for landscaping and tree preservation, helping to maintain cohesiveness between existing neighborhoods and surrounding open space areas.

O.P.3.3 Utilize private and public landscaping to preserve areas along Town streets.

O.P.3.4 Provide access to natural open space, protecting the safety, privacy, and security of adjacent residential areas.

O.P.3.5 Preserve open space and public uses upon the sale of existing school property in order to preserve school playing fields as developed open spaces.





*Open Space and  
Hillside  
Preservation*



**Implementing Strategies:**

- O.I.3.1 -ps Overlay zone: Use the -ps - Public School Overlay Zone to keep closed school sites in public ownership and to preserve the playing fields as developed recreation space.

Time Frame: On-going  
Responsible Party: Planning, Parks and Town Council

**ISSUE 4:**

The Town's Hillside areas are unique and add to the quality of life of Town residents and visitors. Open space areas in the Hillside areas should be preserved. The viewsheds and existing character of the hillside areas should be maintained in open space planning.

**Goal:**

- O.G.4.1 To provide for open space areas in the hillside areas. The provision of these open space areas should not detract from the existing character of the Town's hillside areas.

**Policies:**

- O.P.4.1 Preserve the natural open space character of prominent visible hillside lands.
- O.P.4.2 Protect the natural ridge lines as defined in the Hillside Specific Plan.
- O.P.4.3 Preserve open space in hillside areas as natural open space.
- O.P.4.4 Require the provision of permanent open space in hillside developments.
- O.P.4.5 Preserve natural open space character of hillside lands, including natural topography, natural vegetation, wildlife habitats and migration corridors, and viewsheds.

**Implementing Strategies:**

- O.I.4.1 Ridge lines: Preservation of ridge lines, trees and open space along scenic roadways shall be considered in reviewing every proposed development or circulation system improvement.

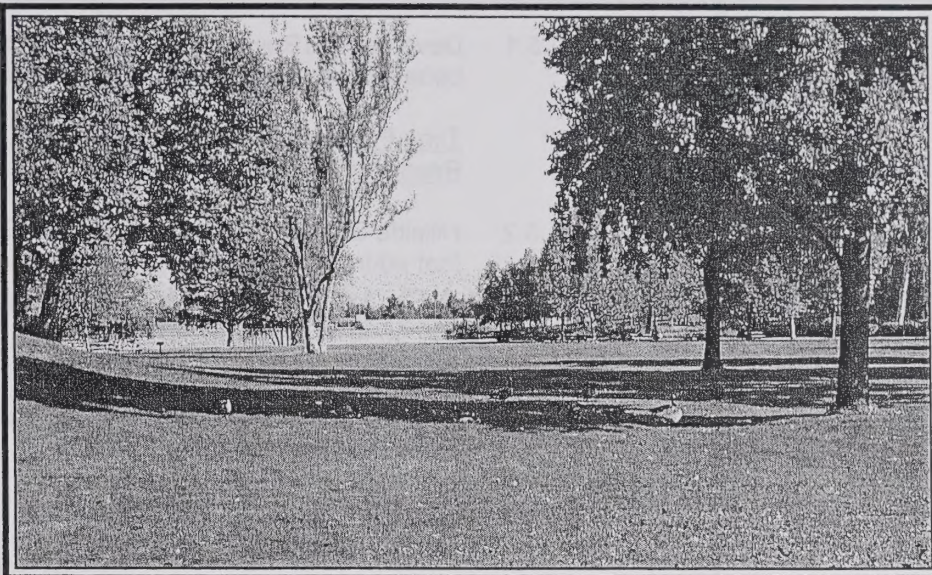
Time Frame: On-going  
Responsible Party: Planning and Deciding Body

- O.I.4.2 Open space dedications: In all hillside developments, require the dedication of open space in fee or as an easement to protect unique natural features, habitats and migration corridors, and to preserve the rural atmosphere.

Time Frame: On-going  
Responsible Party: Parks, Planning and Deciding Body







O.I.4.3 Hillside Standards: Expand Hillside Development Standards to preserve natural open space as part of residential development standards.

Time Frame: 2001-2002  
Responsible Party: Parks and Planning

#### ISSUE 5:

Although the Town of Los Gatos is generally considered to be built out, open space areas must be taken into consideration for all future development decisions. The Town should make open space preservation a priority in all development projects.

#### Goal:

O.G.5.1 To ensure that the provision of open space be considered in all development decisions within the Town.

#### Policies:

- O.P.5.1 Promote private open space in all planning decisions.
- O.P.5.2 Consider effects on watershed areas, wildlife habitats, and migration corridors before allowing development of any open space.
- O.P.5.3 Consider health, welfare, and public safety in the design of open space facilities.
- O.P.5.4 Provide permanent common open space in high-density developments.
- O.P.5.5 Encourage the use of innovative, development techniques which will provide open space within individual developments, public or private.

*Open Space and  
Development*





### Implementing Strategies:

- O.I.5.1 Development Reviews: Evaluate development projects to determine the benefit of requiring open space dedication.

Time Frame: On-going  
Responsible Party: Planning

- O.I.5.2 Hillside Standards: Evaluate Hillside Standards to include measures that address open space in new development.

Time Frame: On-going  
Responsible Party: Planning

- O.I.5.3 Open Space Preservation: Include conditions on new development projects to preserve open space.

Time Frame: On-going  
Responsible Party: Planning





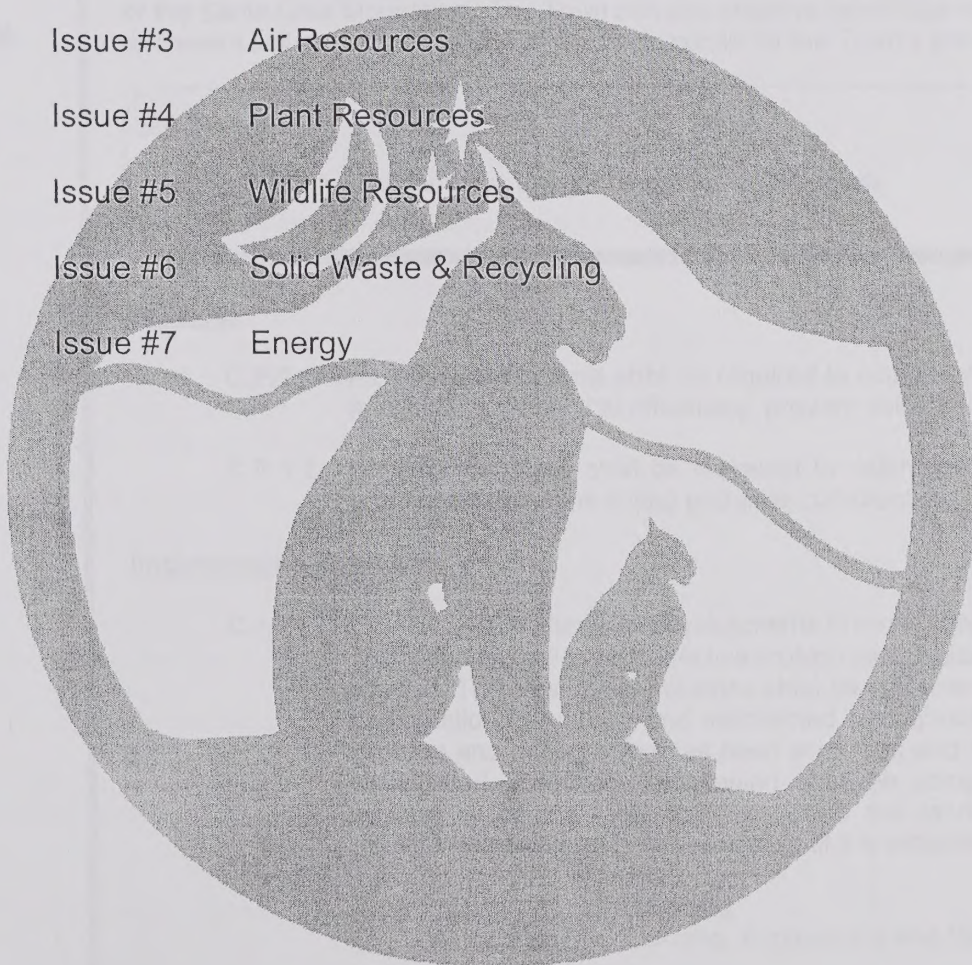
# **GENERAL PLAN CHAPTER 7:**

## ***Conservation Element***

### **7.1 Introduction**

### **7.2 Goals, Policies, Implementing Strategies**

- Issue #1      Soil Resources
- Issue #2      Water Resources
- Issue #3      Air Resources
- Issue #4      Plant Resources
- Issue #5      Wildlife Resources
- Issue #6      Solid Waste & Recycling
- Issue #7      Energy





# GENERAL PLAN CHAPTER 2 Conservation Element

## 2.1 Introduction

## 2.2 Goals, Policies, Implementing Actions

### 2.2.1 Goals and Objectives

### 2.2.2 Policies

### 2.2.3 Implementing Actions

### 2.2.4

### 2.2.5

### 2.2.6

### 2.2.7





## 7.0 CONSERVATION ELEMENT

### 7.1 INTRODUCTION

Residents of the Town of Los Gatos have significant concerns about the conservation of natural resources, as well as preventing the wasteful exploitation, destruction, or neglect of such resources. This element is designed to protect and enhance these natural resources and the environment. The Conservation Element promotes the sustainability of resources and the natural ecology for both current and future generations. Problems associated with natural resource conservation are often regional in scope and may extend beyond a Town's physical boundaries. This element therefore addresses problems that are both local and regional in scope.

The Town is characterized by a semiarid climate, and large portions of the Planning Area are composed of hilly terrain. The Town has identified its need for energy conservation in both existing, and future developments and structures. This element divides conservation concerns into the following five (5) categories: soil, water, air, plant, and wildlife. It also addresses recycling and energy conservation.

### 7.2 GOALS, POLICIES, IMPLEMENTING STRATEGIES

#### ISSUE: 1

The Town of Los Gatos is characterized by hilly terrain and is located on the lower slope of the Santa Cruz Mountains. The Town can use effective landscape and grading plans to prevent soil erosion and slippage, and help conserve the Town's soil resources.

#### Goal:

C.G.1.1 To conserve the soil resources of the Town.

#### Policies:

- C.P.1.1 All new developments shall be required to submit landscape, grading, and building plans that effectively prevent soil erosion and slippage.
- C.P.1.2 Construction plans shall be reviewed to determine the adequacy of erosion control plans during and after construction.

#### Implementing Strategies:

- C.I.1.1 Erosion control plans: All developments in areas subject to soil erosion and slippage shall furnish effective erosion control plans to minimize soil erosion. The erosion control plans shall be implemented prior to other construction operations and maintained throughout the construction process and until grading has been stabilized and landscaping been established. Required landscaping shall be complete prior to the occupancy of any new structures and the landscaping shall be maintained for at least two years or until it is established.

Time Frame:

On-going

Responsible Party:

Planning, Engineering and Parks

Soil  
Resources







## ISSUE: 2

California has experienced drought conditions throughout periods of the last decade. As the Town of Los Gatos is characterized by a semiarid climate, the Town must identify whether special water conservation measures are necessary. The Town must also be concerned with water supply and water quality. Do restrictions placed on land uses within watershed and riparian areas help conserve water quality? How can the Town minimize the discharge of non-point source pollution into the storm drain system to protect its natural water resources?

### Goals:

- C.G.2.1 To conserve the water resources of the Town.
- C.G.2.2 To protect and preserve watersheds.
- C.G.2.3 To minimize the amount of storm water runoff, as well as to protect and improve the quality of runoff.
- C.G.2.4 To promote water conservation and the efficient use of water.
- C.G.2.5 To insure an adequate water supply for the Town's plant and animal wildlife as well as human populations.
- C.G.2.6 To protect riparian corridors including intermittent and ephemeral streams.

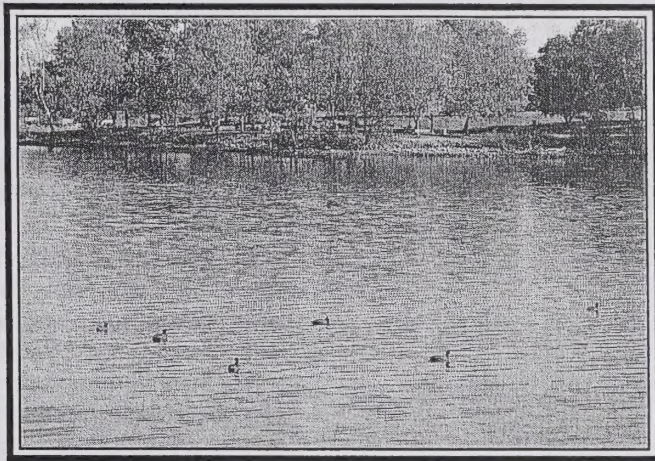
### Policies:

- C.P.2.1 Apply land use regulations, scenic easements, or other appropriate measures to keep a maximum of the watershed and lands immediately contiguous to reservoirs and stream channels in an open, natural state.
- C.P.2.2 Prevent surface flow of septic tank seepage by inspection of any suspect septic tank systems. Require connection to the sanitary sewer system when feasible.
- C.P.2.3 Consider the single and cumulative impacts on water drainage (runoff) and contamination (water quality) in the environmental review process of development in all areas but particularly in or adjacent to hillsides, riparian lands or important undeveloped watershed areas.
- C.P.2.4 Establish natural open space and recreation as the priority land use designation for lands immediately adjacent to reservoirs and streams.
- C.P.2.5 Delineate and adopt designated floodways for all major streams utilizing the full flood plain concept as a first priority and the modified flood plain concept as a second priority for flood plain development.
- C.P.2.6 Promote landscaping that is based on principles of water conservation.
- C.P.2.7 Promote non-point source pollution control programs to reduce and control the discharge of non-point source pollutants into the storm drain system.
- C.P.2.8 Limit land use intensity in areas with inadequate water supply.





- C.P.2.9 Cooperate with the Santa Clara Valley Water District and their agencies to protect watersheds and riparian habitats from degradation.
- C.P.2.10 Retain creek beds, riparian corridors, water courses and associated vegetation in their natural state to assist groundwater percolation and prevent erosion and downstream sedimentation.
- C.P.2.11 Assess the potential for new development to contaminate surface water and/or groundwater.
- C.P.2.12 Require new development to demonstrate how it makes efficient use of water.
- C.P.2.13 Work with Town businesses and residents to encourage water conservation.
- C.P.2.14 Protect riparian corridors through use of restrictive setbacks or other protective measures as appropriate to the site.



#### Implementing Strategies:

- C.I.2.1 Evaluations: Include detailed evaluations of the individual and cumulative impacts on water drainage and contamination for any development application on riparian lands or undeveloped watershed areas.

Time Frame: On-going  
Responsible Party: Engineering

- C.I.2.2 Creekside plans: Development plans shall be prepared for Los Gatos and Guadalupe Creeks which include: a) the use of flood-prone areas and riparian habitats as open space, b) redevelopment including re-contouring and landscaping where the natural environment has been altered by channelization, and c) paths for bicyclists and/or hikers.

Time Frame: 2000-2005  
Responsible Party: Parks, Engineering and Santa Clara Valley Water District





C.I.2.3 Coordination: Planning efforts should be coordinated with the Santa Clara Valley Water District.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Santa Clara Valley Water District

C.I.2.4 Landscaping: Land surrounding reservoirs and streams should be improved by the addition of trees and shrubs, especially adjacent to areas where banks or channels have been modified for flood protection.

Time Frame: 2000-2005  
Responsible Party: Parks and Santa Clara Valley Water District

C.I.2.5 Flood plain zones: Flood plain zoning shall be adopted to prevent inappropriate development in areas subject to flooding.

Time Frame: 2000-2005  
Responsible Party: Engineering and Planning

C.I.2.6 Water conservation: Continue to review all landscape plans as specified by the Town Code section on Water Efficient Landscaping.

Time Frame: On-going  
Responsible Party: Parks

C.I.2.7 Public water required: Parcels without public water or sewers. For individual home site development where public water and sanitary sewer systems are not available, development shall be discouraged. Development may be allowed with private water systems and septic tank systems when such systems are shown to be adequate, with the condition that the property owner enters into an agreement to connect to the public water system and sanitary sewer system when they become available.

Time Frame: On-going  
Responsible Party: Planning and Engineering

C.I.2.8 Require landscaping in new developments and remodels that is based on the principles of water conservation, including the use of drought tolerant plants, limited turf areas and water conserving techniques.

Time Frame: On-going  
Responsible Party: Parks

C.I.2.9 Require the use of water-saving devices in new developments and plumbing-related remodels, and develop incentives to encourage their installation in existing development.

Time Frame: On-going  
Responsible Party: Parks

C.I.2.10 Cooperate with the Santa Clara Valley Water District and other appropriate agencies to explore options for bringing reclaimed water to Los Gatos, and provide incentives to encourage its use for public and private landscaping and decorative lakes, ponds, and fountains.

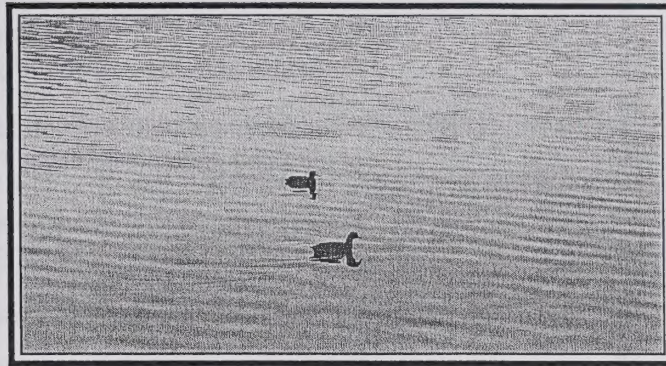
Time Frame: 2001 - 2003  
Responsible Party: Planning, Engineering, and Parks





Time Frame: On-going  
Responsible Party: Planning, Engineering, and Parks

## Air Resources



### ISSUE: 3

Problems associated with the conservation of air resources tend to be regional in scope. This section attempts to devise methods of air resource conservation that address both local and regional air quality issues.

#### Goals:

- C.G.3.1 To conserve the air resources of the Town.
- C.G.3.2 To maintain and improve acceptable air quality in Los Gatos.

#### Policies:

- C.P.3.1 Promote design criteria for site plans to reduce the effects of high air pollution concentrations associated with roadways, by appropriate placement of structures, use of landscaping and parking arrangements.
- C.P.3.2 Support BAAQMD, MTC, State and Federal planning efforts and programs aimed at reducing air pollution within the airshed.
- C.P.3.3 Encourage the development and use of mass public transportation systems within the Town and surrounding region.
- C.P.3.4 Encourage reduction of air pollution by encouraging the use of the Route 85 corridor for cross-town circulation.
- C.P.3.5 Pursue reduction of individual auto use by requiring a plan for alternatives to auto use whenever the traffic generated by any development would result in an adverse increase in air and noise pollution.
- C.P.3.6 Ensure that local land use decisions support air quality goals.
- C.P.3.7 Maintain street trees, plant additional street trees and encourage preservation and planting of trees on private property.



## Implementing Strategies:

- C.I.3.1 Assessment studies: Site plans should be reviewed to include an assessment of the potential adverse impact from air pollution and recommend alternatives to reduce such impacts.

Time Frame: On-going  
Responsible Party: Planning and Engineering

- C.I.3.2 Reduce auto pollutants: Support MTC recommendations for reduction of auto pollutants. (See list in Technical Appendix.)

Time Frame: On-going  
Responsible Party: Planning and Engineering

- C.I.3.3 Maintain and promote tree planting programs on public and private property.

Time Frame: On-going  
Responsible Party: Parks

- C.I.3.4 Encourage electric charging stations in new public and private developments and remodels, including parking garages; develop incentives to encourage retrofits in existing facilities.

Time Frame: On-going  
Responsible Party: Planning and Engineering

- C.I.3.5 Study a ban on gardening equipment that may adversely affect air quality.

Time Frame: 2001 - 2002  
Responsible Party: Planning

## **ISSUE: 4**

Los Gatos is proud of its status as a "Tree City U.S.A." Trees and other plant life can prevent soil erosion, landslides and flooding while ensuring a scenic buffer from the effects of development and providing wildlife habitats. Los Gatos recognizes that pollution (whether vehicular or industrial), development, residual pesticides, and recreational activities can damage plant life and wildlife habitat. Many town ordinances and the Hillside Specific Plan serve to conserve trees and natural vegetation, as well as preserve landscape vistas.

### Goals:

- C.G.4.1 To conserve and augment the plant life of the Town.
- C.G.4.2 To prevent damage to plant life in the hillsides, watershed and riparian areas.

### Policies:

- C.P.4.1 Use existing ordinances and enact any other ordinances necessary to preserve trees on public and private property.
- C.P.4.2 Preserve heritage and specimen trees.

*Plant  
Resources*





- C.P.4.3 Preserve the habitat of species that are native, have special value to the Town or are threatened/endangered.
- C.P.4.4 Preserve riparian corridors.
- C.P.4.5 Preserve wetlands.
- C.P.4.6 Preserve nesting sites.
- C.P.4.7 Promote public and private projects that protect native plant species.
- C.P.4.8 Prevent development that significantly depletes, damages or alters existing plant life, wildlife habitat or landscape vistas.
- C.P.4.9 Require that specific landscaping plans accompany development projects in town and hillside areas.
- C.P.4.10 Allow no more than minimal landscaping and turf in hillside areas.
- C.P.4.11 Encourage preservation and use of native plant species in hillside areas.



- C.P.4.12 Enforce the grading standards set forth in the Hillside Specific Plan.
- C.P.4.13 Require street trees in new developments.
- C.P.4.14 Prohibit off-road vehicles in native plant areas.

**Implementing Strategies:**

- C.I.4.1 Native plants: Review site plans to ensure that native or other appropriate plant materials are used to reduce maintenance and irrigation costs and disruption of the native ecology.

|                           |                    |
|---------------------------|--------------------|
| <u>Time Frame:</u>        | On-going           |
| <u>Responsible Party:</u> | Planning and Parks |





## Wildlife Resources



- C.I.4.2 Tree preservation ordinance: Town ordinances shall encourage the maintenance of specimen or heritage trees and limit the removal of all trees. The ordinances shall be reviewed periodically for necessary updating.

Time Frame: On-going  
Responsible Party: Planning, Town Attorney and Parks

- C.I.4.3 Preserving existing plants: Amend the grading ordinance to establish standards to maintain and preserve existing native plant species.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Parks

- C.I.4.4 Review all development proposals to ensure appropriate grading and landscaping and minimal disruption to existing plant life and wildlife habitat.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Parks

- C.I.4.5 Apply Hillside Specific Plan to ensure minimal grading, and to protect plant life and landscape vistas.

Time Frame: On-going  
Responsible Party: Planning, Engineering and Parks

### ISSUE: 5

Wildlife resources must be evaluated in terms of the benefits they bring to Town life, while keeping in mind the safety and well being of Town residents. Wildlife populations must be preserved as having intrinsic value that contributes to the quality of Town life.

#### Goal:

C.G.5.1 To conserve the wildlife populations.

#### Policies:

- C.P.5.1 Minimize, and where feasible, eliminate the use of herbicides and slowly bio-degrading pesticides to minimize potential damage to native plants, birds, and other wildlife.
- C.P.5.2 Coordinate the protection and continuation of wildlife species and habitats with State and Federal agencies.
- C.P.5.3 Maintain open space and native plant communities that provide habitat and migration corridors for native and viable introduced species.
- C.P.5.4 Establish sound land management practices that will improve wildlife habitats.
- C.P.5.5 Identify and protect areas where there is a high degree of diversity in the types of habitat available for wildlife.
- C.P.5.6 Promote the design of public and private projects that provide the maximum protection of wildlife populations.



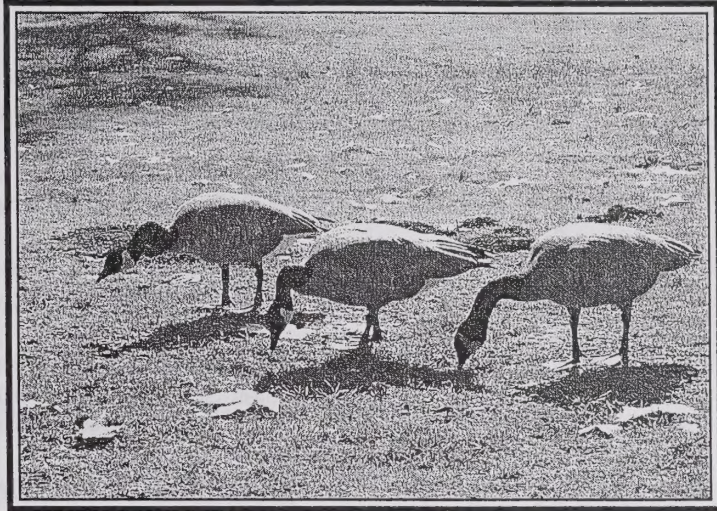


C.P.5.7 Limit public access in areas where significant wildlife populations exist.

**Implementing Strategies:**

C.I.5.1 Wildlife habitats and migration corridors: Site plans shall be reviewed to insure that existing significant wildlife habitats and migration corridors are not adversely affected by either individual or cumulative development impacts.

Time Frame: On-going  
Responsible Party: Planning and Parks



C.I.5.2 Enforcement: Local, state and national regulations protecting against the destruction of wildlife and wildlife habitat shall be strictly enforced.

Time Frame: On-going  
Responsible Party: Planning and Parks

C.I.5.3 Open space dedication: The Town shall use requirements for open space dedication as a means to protect wildlife.

Time Frame: On-going  
Responsible Party: Planning and Parks

**ISSUE: 6**

Garbage disposal and recycling has become an issue for all of us. The resources used to produce the items which end up in landfills are dwindling. The space in the landfill itself is a dwindling resource. Los Gatos needs to address these problems on many levels.

**Goals:**

- |         |                                                                |
|---------|----------------------------------------------------------------|
| C.G.6.1 | To promote recycling and reuse as well as reduction in demand. |
| C.G.6.2 | To conserve space in the landfills.                            |

**Policies:**

C.P.6.1 Encourage residential and commercial recycling of reusable materials.

*Solid Waste  
and  
Recycling*





- C.P.6.2 Encourage recycling and reuse of building materials from remodeled and demolished buildings.
- C.P.6.3 Cooperate with nearby jurisdictions and regional jurisdictions to design and implement coordinated recycling plans.
- C.P.6.4 Encourage reductions in use of nonrenewable resources in building construction, maintenance, and operations.

#### Implementing Strategies:

- C.I.6.1 Continue and expand programs through the local waste hauler for recycling.

Time Frame: On-going  
Responsible Party: Community Services

- C.I.6.2 Consider implementing a reuse center for building materials from remodeled and demolished buildings.

Time Frame: 2002 - 2003  
Responsible Party: Community Services

- C.I.6.3 Continue to work with other West Valley Cities through the West Valley Cities Solid Waste Joint Powers Agreement to design and implement expanded recycling programs.

Time Frame: On-going  
Responsible Party: Community Services

- C.I.6.4 Continue to work with the Santa Clara County Solid Waste Commission.

Time Frame: On-going  
Responsible Party: Community Services

- C.I.6.5 Develop policies, incentives, and design guidelines that encourage the public and private purchase and use of durable and nondurable items, including building materials, made from recycled materials or renewable resources.

Time Frame: 2002 - 2003  
Responsible Party: Community Services

#### **ISSUE 7:**

Energy resources, while varied, are not limitless. The traditional energy resources used (gas, electricity) are non-renewable, and conservation of these resources for future generations is imperative.

#### Goal:

- C.G.7.1 To foster development that reduces the use of non-renewable energy resources and expands the use of renewable resources and alternative fuels.

*Energy*





**Policies:**

- C.P.7.1 Encourage construction and use of technologies that maximize energy conservation.
- C.P.7.2 Encourage the use of energy conservation techniques and technology in existing development.
- C.P.7.3 Design structures to maximize natural heating and cooling (passive solar heating and cooling.)
- C.P.7.4 Utilize landscaping for passive cooling and protection from prevailing winds.
- C.P.7.5 Protect existing development from loss of solar access.
- C.P.7.6 Continue to pursue energy-efficiency in Town operations.
- C.P.7.7 Encourage use of renewable energy sources and alternative fuels.
- C.P.7.8 Promote local employment opportunities to reduce consumption of fuel used for commuting.
- C.P.7.9 Require higher levels of energy efficiency as house size increases.

**Implementing Strategies:** (Non-transportation programs)

- C.I.7.1 Code Amendments: Amend the Town Code to establish regulations, in addition to Title 24 requirements, that promote and require the conservation of energy and the use of renewable energy sources as follows:
  - A. Protect solar access to existing buildings and all installed solar energy systems.
  - B. Develop specific design guidelines for energy efficient architectural designs, site plans and landscaping to be used during plan review of all new developments.
  - C. Require the provision and protection of solar access in all new development through the dedication of private solar access covenants.
  - D. Require that all new developments be designed to take advantage of passive solar heating and cooling opportunities as specified by Section 66473.1 of the Subdivision Map Act. The word "feasible" is as defined in Sec. 66473.1.
  - E. Require the use of solar water heaters on all new residential buildings where solar access is available and natural gas is not available. Require pre-plumbing for solar water heaters on all other new residential construction where solar access is available.
  - F. Require solar energy as the primary means of heating new swimming pools, where solar access is available.
  - G. Identify any current Town regulation that may limit feasible energy conservation or solar energy applications and consider modification.

Time Frame: 2001 - 2003 and On-going  
Responsible Party: Planning and Building





- C.I.7.2 Energy Rating System: The Town, in conjunction with the local board of realtors and local developers and architects, shall participate in the development and implementation of an energy efficiency rating system for existing and new residential structures to assist home buyers in selecting energy efficient homes.

Time Frame: 2000 - 2005  
Responsible Party: Building

- C.I.7.3 Weatherization: The Town shall continue to promote the rapid weatherization of all homes through publicizing available utility energy audit and financing programs and investigate possible contracting with PG & E to identify participants.

Time Frame: On-going  
Responsible Party: Building and Community Services

- C.I.7.4 Sustainable Los Gatos Information Center: Establish and maintain a "sustainability information center" at the Town Hall to inform the public and distribute available brochures.

Time Frame: 2000 - 2005 and On-going  
Responsible Party: Building

- C.I.7.5 Energy Conservation Programs: The Town shall continue to adopt the following energy saving steps for Town facilities and operations:

- A. Conduct, with assistance from PG&E, a thorough energy audit of all Town facilities to identify cost-effective opportunities for conservation and use of solar energy systems.
- B. Designate a high-level staff person as the Town Energy Manager who is responsible for coordinating and meeting in-house energy conservation goals.
- C. Establish realistic yearly goals for reductions in Town energy costs and keep Town personnel aware of program status.
- D. Establish a fuel conservation program for Town vehicle fleet and require Gas Cap driver training for all employees who use fleet vehicles.

Time Frame: On-going  
Responsible Party: Public Works





# **GENERAL PLAN CHAPTER 8: Noise Element**

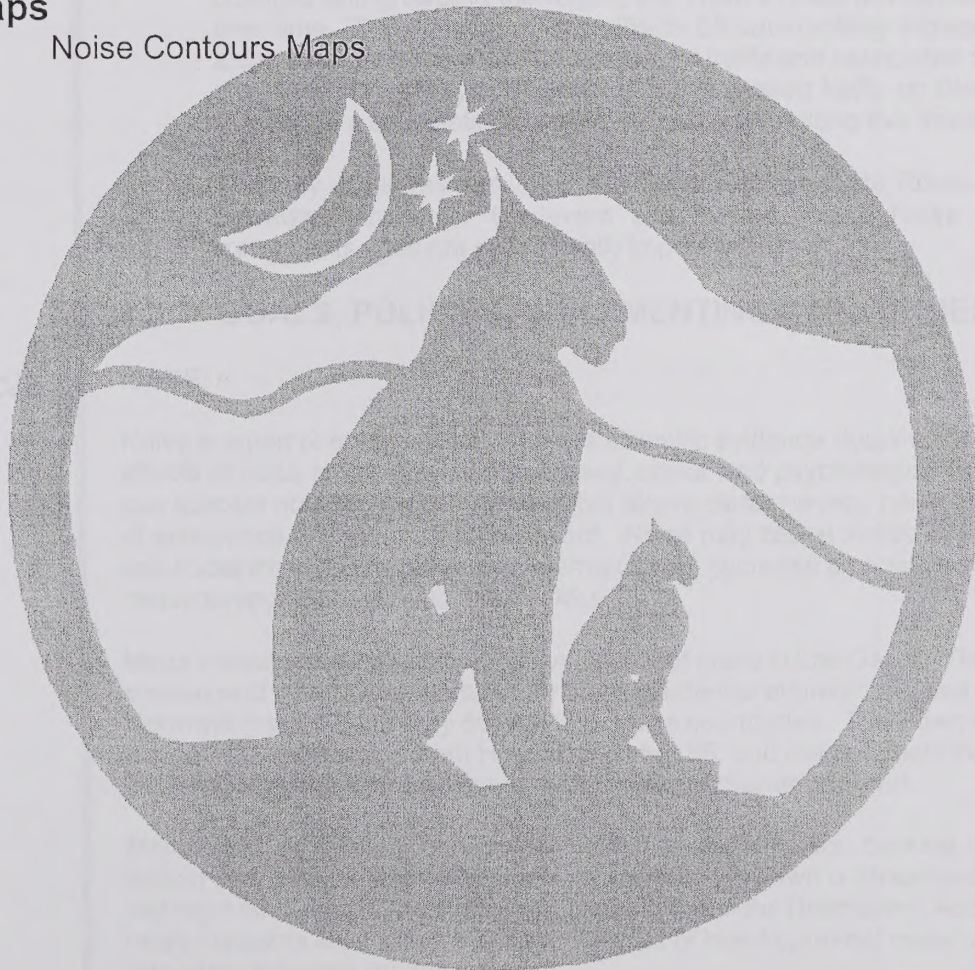
## **8.1 Introduction**

## **8.2 Noise Inventory**

## **8.2 Goals, Policies, Implementing Strategies**

### **Maps**

Noise Contours Maps





## GENERAL FLAW CHAPTER 2

### Notes Element

Notes Element

Notes Element

Notes Element

Notes Element

Notes Element

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Notes Element





## 8.0 NOISE ELEMENT

### 8.1 INTRODUCTION

The Town is generally characterized as a quiet, residential community. This element identifies and evaluates unwanted noise sources in the Town, and establishes goals and policies for reducing noise levels in the Town. Policies aimed at reducing noise levels must address specific sources of unwanted noise, as well as noise sensitive receptors.

Noise level generation, intensity, and related impacts should be considered in determining the placement of housing, open space areas, and other noise sensitive land uses.

### 8.2 NOISE INVENTORY

The Town conducted a community-wide noise survey in January 1999 that determined the existing noise environment within the Town. The major noise sources within the Town are traffic-generated, particularly along State Routes 17 and 85. There are no major stationary noise sources located within the Town's jurisdiction.

The Town determined noise contours using the Federal Highway Administration's Traffic Noise Prediction Model. Due to higher traffic volumes, the largest noise contours are State Routes 17 and 85, Blossom Hill Road, Lark Avenue, Los Gatos Boulevard, and Winchester Boulevard. Because of the circulation system changes and growth in the region, the Town's noise environment has changed over time. The opening of State Route 85 substantially increased noise levels along its alignment but also reduced local traffic and associated noise impacts on a number of roadways. Meanwhile, the increased traffic on State Route 17 has resulted in a substantial increase in noise levels along this freeway.

The only active railroad line in the Town parallels State Route 85 on the south between Winchester Boulevard and Pollard Road. Noise from these rail movements does not substantially impact the Town.

### 8.3 GOALS, POLICIES, IMPLEMENTING STRATEGIES

#### ISSUE: 1

Noise is a part of everyday life. There is scientific evidence documenting the detrimental effects of noise on an individual's physical, social, and psychological well being. People can tolerate noise to varying degrees but above certain levels, noise becomes a source of annoyance and even a health hazard. Noise may cause stress, disrupt conversation and social interactions, prevent or interrupt sleep, decrease a person's efficiency, and can cause temporary or chronic hearing loss.

Motor vehicles are the most pervasive source of noise in Los Gatos. The Town faces the challenge of maintaining its relatively quiet, residential atmosphere, and having two major highways (Hwy 17 and Hwy 85) run through its boundaries. The Town must identify how to deal with traffic noise from Hwy 17 and Hwy 85, and major streets such as Los Gatos Boulevard, Winchester Boulevard, and Los Gatos/Saratoga Road.

Mechanical equipment, construction activities, leafblowers, barking dogs and human activity also contribute to noise levels. In addition, the Town is concerned with how to keep late night noise from affecting the residential areas in the Downtown. Additional residential noise concerns exist within the Town in terms of how to prevent major development from disturbing adjacent residential uses.

*Noise Affects*





Freedom from excessive noise is a major factor in maintaining a community's high quality of life.

**Goals:**

- N.G.1.1 To preserve the quiet atmosphere of the Town.
- N.G.1.2 To ensure that noise from new development and new land uses does not adversely affect existing land uses.
- N.G.1.3 Ensure that proposed development is not adversely affected by existing noise.

**Policies:**

- N.P.1.1 Ensure that roads constructed or improved by the Town of Los Gatos meet Town of Los Gatos noise level aspirations or, in some situations, the Los Gatos Noise Ordinance, to the maximum extent feasible.
- N.P.1.2 Ensure that all purchases of noise-producing Town equipment be made with careful consideration given to the noise impact they will create.
- N.P.1.3 Ensure that all services contracted or performed by the Town do not cause undue noise problems.
- N.P.1.4 Improve traffic flows without increasing speed levels to reduce high noise levels created by traffic congestion.
- N.P.1.5 Protect residential areas from noise by requiring appropriate site and building design, sound walls, and landscaping and by the use of noise attenuating construction techniques and materials.
- N.P.1.6 Employ the Ldn scale for the evaluation of outdoor noise for residential land uses and the LEQ scale for evaluation of outdoor noise for non-residential uses.
- N.P.1.7 Pursue the following outdoor noise limits as representing the long range community aspirations and work toward their accomplishment, even though some may be presently unattainable:

| Land use    | Max. Ldn Value | Max. Leq 24 Value | Comparable Noise Source       | Response                |
|-------------|----------------|-------------------|-------------------------------|-------------------------|
| Residential | 55dB(A)        |                   | Light Auto Traffic (100 feet) | Quiet                   |
| Commercial  |                | 70dB(A)           | Freeway Traffic (50 feet)     | Telephone use difficult |
| Industrial  |                | 70 dB(A)          | Freeway Traffic (50 feet)     | Telephone use difficult |



| Land Use                               | Max. Ldn Value | Max. Leq 24 Value | Comparable Noise Source          | Response |
|----------------------------------------|----------------|-------------------|----------------------------------|----------|
| Open Space:                            |                |                   |                                  |          |
| <i>Intensive:<br/>(developed park)</i> |                | 55dB(A)           | Light Auto Traffic<br>(100 feet) | Quiet    |
| <i>Passive<br/>(natural park)</i>      |                | 50dB(A)           | Light Auto Traffic<br>(100 feet) | Quiet    |
| Hospital                               |                | 55dB(A)           | Light Auto Traffic<br>(100 feet) | Quiet    |
| Educational                            |                | 55dB(A)           | Light Auto Traffic<br>(100 feet) | Quiet    |

N.D.1.8 Apply the same standards for indoor noise levels to single family residential uses as to multi-family dwellings.

N.P.1.9 Ensure that land use patterns and traffic patterns do not expose sensitive land uses or sensitive noise receptors to unacceptable noise levels.

N.P.1.10 Pursue reduction of individual auto use by requiring a plan for alternatives to auto use whenever the traffic generated by any development would result in an adverse increase in air and noise pollution.

N.P.1.11 Adopt standards or criteria for the review of noise impacts.

N.P.1.12 Evaluate the noise impacts of new development in terms of any increase of the existing ambient noise levels and the potential for adverse noise impacts on nearby or adjacent properties. The evaluation shall consider short term construction noise and on-going operational noise.

N.P.1.13 Evaluate the potential for existing ambient and/or intrusive noise to adversely affect new development.

#### Implementing Strategies:

N.I.1.1 Keeping current: The Town will continuously review data from both the public and private sector to update procedures and programs which assist in effectuating the goals and policies stated herein.

Time Frame: On-going

Responsible Party: Building, Engineering and Police

N.I.1.2 Noise reduction program: The Town shall establish a measurable program to reduce noise, including effective procedures to monitor noise and enforce noise reduction.

Time Frame: 2000 - 2005

Responsible Party: Building, Engineering and Police



N.I.1.3 Traffic noise: Traffic volumes and average speeds should be reviewed periodically to insure maximum effectiveness in reducing noise levels, especially adjacent to residential areas.

Time Frame: On-going

Responsible Party: Engineering and Police

N.I.1.4 Sound walls: The Town should identify those areas adjacent to existing or proposed State Highways that presently need acoustical protection and request that the State construct noise attenuation walls as a noise reducing measure.

Time Frame: On-going

Responsible Party: Engineering and Police

N.I.1.5 Noise buffers: The Zoning Ordinance should be amended to require buffers or separation between noise generating uses and noise sensitive uses. (Examples of noise sensitive uses include, but are not limited to, residences, hospitals, schools, libraries, and parks.)

Time Frame: 2001 - 2002

Responsible Party: Planning, Engineering and Police

N.I.1.6 Noise analysis: The Town as part of the Environmental Review process, shall require an acoustical analysis of projects and all input related to noise levels shall use the adopted standard of measurement.

Time Frame: On-going

Responsible Party: Planning, Engineering and Police

N.I.1.7 Noise legislation: The Town shall continue to support legislation that encourages or requires reducing of noise levels for machinery, motor vehicles and other equipment that generates offensive noise.

Time Frame: On-going

Responsible Party: Police

N.I.1.8 Town equipment: The Town shall require that all Town owned and operated equipment and equipment operated under contract with the Town contain adequate noise attenuation equipment. The Town shall buy equipment that operates quietly.

Time Frame: On-going

Responsible Party: Town Manager and Public Works

N.I.1.9 Interagency cooperation: The Town shall take a proactive stance in cooperating with transportation agencies, such as Cal Trans and VTA, to reduce noise from existing and future facilities. The design and location of all facilities will be considered.

Time Frame: On-going

Responsible Party: Planning, Engineering and Police



N.I.1.10 Enforcement: The Town shall encourage all law enforcement agencies operating within the Town limits to enforce the State Vehicle Code noise standards.

Time Frame: On-going

Responsible Party: Police

N.I.1.11 Standard for comparison: Any Environmental Review prepared for the Town for a project that identifies noise factors shall relate the noise data to the Town's noise ordinance to give the Planning Commission and Town Council a standard for comparison.

Time Frame: On-going

Responsible Party: Planning, Engineering and Police

N.I.1.12 New roads: The Town shall require that stringent noise control measures accompany construction of new County, State, and Federal roads and highways, preferably by depressing them, but also by constructing sound walls and berms, by landscaping, and by soliciting funds to modify existing noise-sensitive buildings where appropriate.

Time Frame: On-going

Responsible Party: Engineering and Public Works

N.I.1.13 Noise Level: The Town shall require all noise sensitive developments adjacent to, or within an area where noise levels exceed community aspirations to include a noise study and recommendation for reducing noise impact to acceptable level.

Time Frame: On-going

Responsible Party: Planning, Engineering and Police

N.I.1.14 Noise ordinance: The Town shall have a noise ordinance and maintain the standards. For commercial and industrial developments adjacent to residential neighborhoods additional restrictions may be applied to reduce noise intrusions in residential districts to an acceptable level.

Time Frame: On-going

Responsible Party: Police

N.I.1.15 Community noise survey: The Town shall periodically conduct a community noise survey.

Time Frame: On-going

Responsible Party: Engineering and Police

N.I.1.16 Development review: The Town shall adopt a procedure for reviewing the noise impacts of any proposed development.

Time Frame: On-going

Responsible Party: Planning, Engineering and Police

N.I.1.17 Future Study: Study a ban on gas-powered garden and construction tools and equipment within the Town.

Time Frame: 2002 - 2003

Responsible Party: Planning



N.I.1.18 CEQA: Establish significance criteria for evaluating increases in ambient noise resulting from new development and evaluating the compatibility of new development with the existing noise environment

Time Frame: 2002 - 2003

Responsible Party: Planning

N.I.1.19 Establish Standards that address ongoing operational noise.

Time Frame: 2002 - 2003

Responsible Party: Planning



# Noise Contours Map

Town of Los Gatos, California

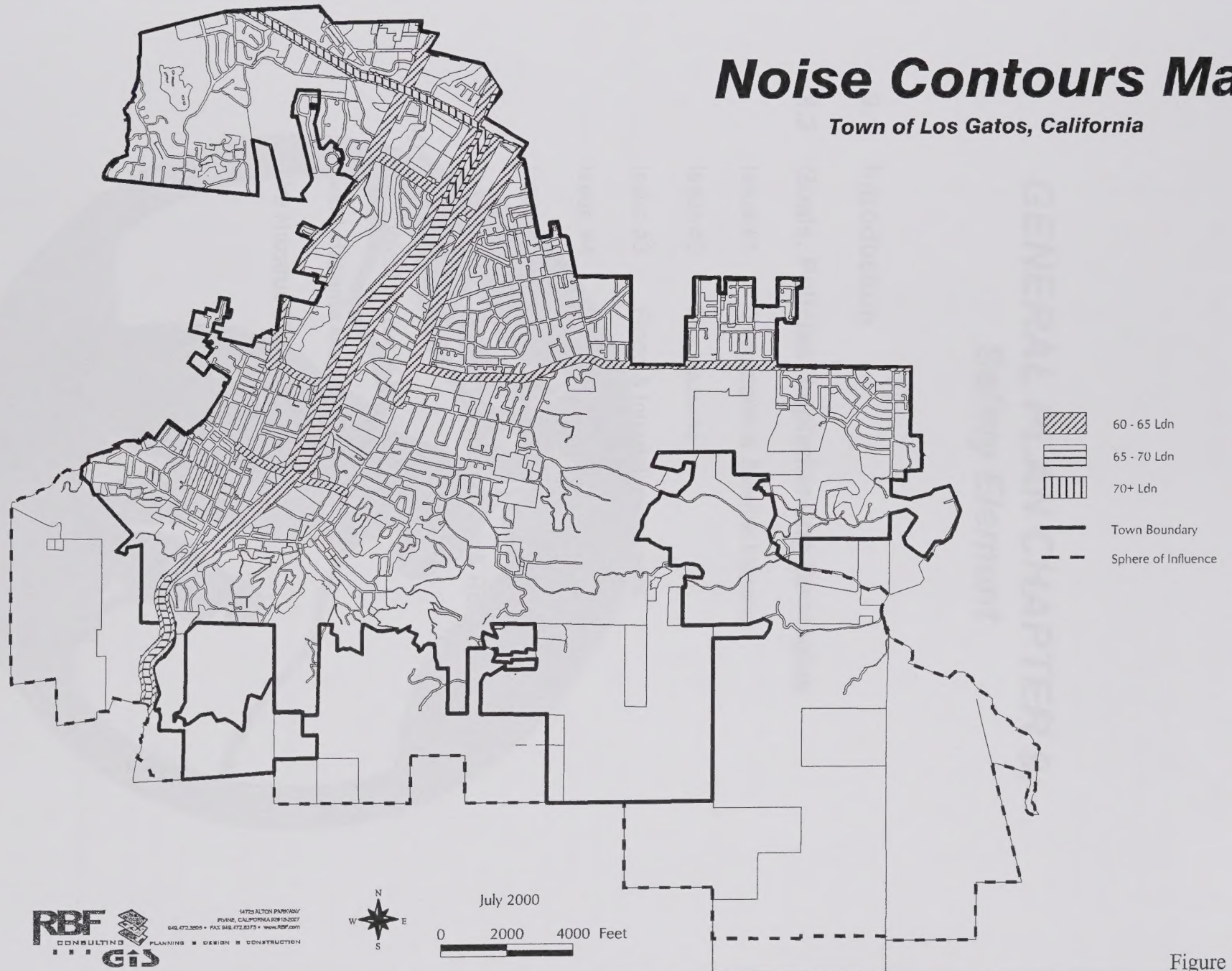


Figure 8.1



# Mojo Contour Map

contour interval 1000 feet

10000

5000

0

5000

10000

15000

20000

25000

30000

35000





# **GENERAL PLAN CHAPTER 9: Safety Element**

## **9.1 Introduction**

## **9.2 Goals, Policies, Implementing Strategies**

Issue #1 Geographic & Seismic Hazards

Issue #2 Fire Hazards

Issue #3 Flood & Inundation Hazards

Issue #4 Crime & Traffic Hazards

Issue #5 Hazardous Materials

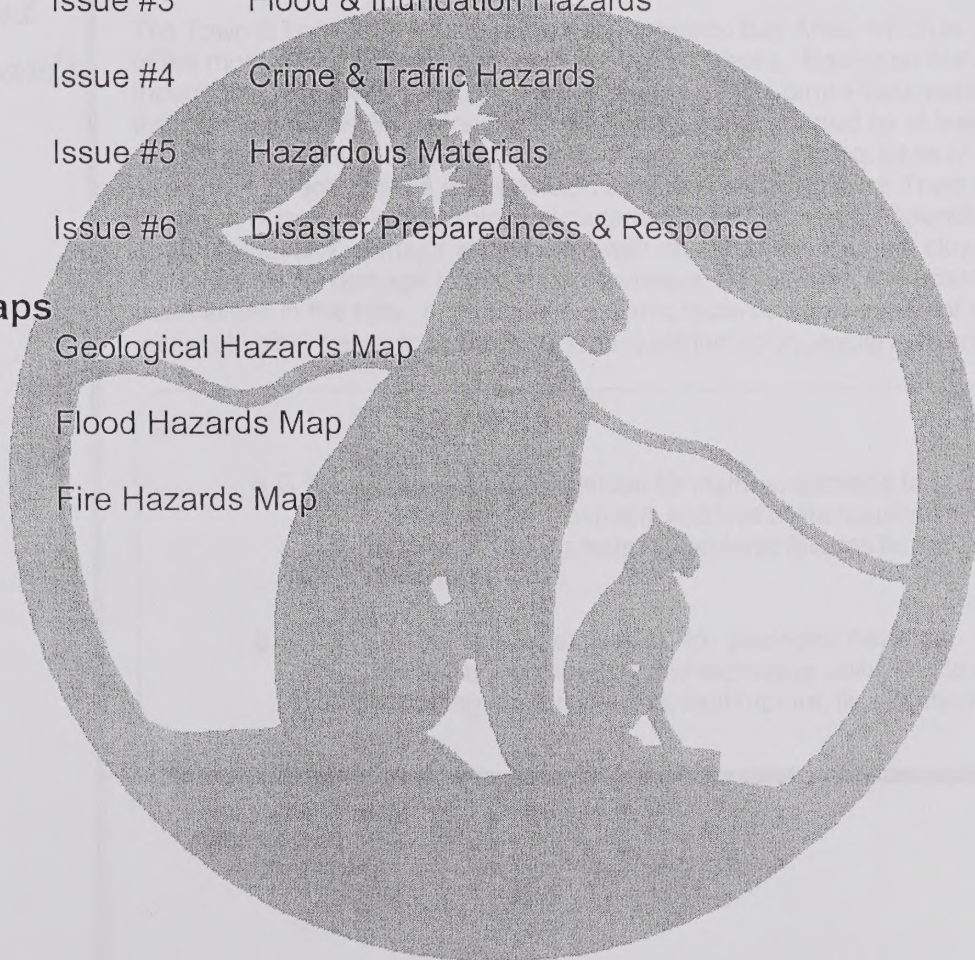
Issue #6 Disaster Preparedness & Response

### **Maps**

Geological Hazards Map

Flood Hazards Map

Fire Hazards Map





# GENERAL PLAN CHAPTER 9: Safety Element

## 9.1 Introduction

## 9.2 Goals, Policies, and Objectives

### 9.2.1 Goal: Reduce Traffic-Related Injuries

#### 9.2.1.1 Policy: Safe Routes to School

#### 9.2.1.2 Policy: Safe Routes to Transit

#### 9.2.1.3 Policy: Safe Routes to Parks

#### 9.2.1.4 Policy: Safe Routes to Places of Employment





## 9.0 SAFETY ELEMENT

### 9.1 INTRODUCTION

The Safety Element identifies and evaluates natural and urban safety hazards in Los Gatos whether existing or potential. It establishes policies and implementation strategies to reduce or abate these hazards to protect residents of and visitors to the Town. Additionally, this element guides the Town when participating in resolving safety issues that are regional in character, or otherwise beyond the immediate control of the Town. The safety concerns identified in this element have been divided into the following categories:

- ☐ Geologic and Seismic Hazards;
- ☐ Urban and Wildland Fire Hazards;
- ☐ Flood and Inundation Hazards;
- ☐ Crime and Traffic;
- ☐ Hazardous Materials Management; and
- ☐ Disaster Preparedness, Response, and Recovery.

### 9.2 GOALS, POLICIES, IMPLEMENTING STRATEGIES

#### ISSUE: 1

The Town of Los Gatos is part of the San Francisco Bay Area, which is recognized as one of the most active seismic regions in the United States. Based on historic records, even though the Town was seriously affected by the 1989 Loma Prieta earthquake, it is likely that during the next 50 years, the Town will again be affected by at least one earthquake of a Richter magnitude 6.0 or greater, and by numerous earthquakes of lesser magnitude. The configuration of soils and geologic structure underlying the Town are indicative of a variety of seismic related geological hazards. (See Technical Appendix). As seen in the 1989 earthquake, a major earthquake with an epicenter location close to the Town will cause structural damage to buildings, roadways, and utilities and possibly cause serious earth slides in the hills. In addition to seismic hazards some areas of Los Gatos may be subject to other geologic hazards such as slope instability, expansive soils, or subsidence.

#### Goals:

- S.G.1.1 To reduce the potential for injuries, damage to property, economic and social displacement, and loss of life resulting from earthquakes, and other various forms of geologic failures including mud flows and landslides.
- S.G.1.2 To minimum exposure to geologic hazards, including slope instability, subsidence, and expansive soils, and to seismic hazards including ground shaking, fault rupture, liquefaction and landsliding.

*Geologic and  
Seismic Hazards*





### Policies:

- S.P.1.1 Ensure that reliable evaluations are made of the geologic conditions existing at all sites proposed for development, especially where conditions indicate the possibility of weak supporting soils or geologic structures.
- S.P.1.2 Restrict new development and redevelopment based on the levels of acceptable risk and potential severity of hazards.
- S.P.1.3 Preserve as open space that property which is unbuildable due to geologic conditions.
- S.P.1.4 Buildings and structures required for emergency services shall have sufficient resistance to withstand a major earthquake.
- S.P.1.5 Provide incentives for seismic retrofits of structures.

### Implementing Strategies:

- S.I.1.1 Geologic reports: Require geological investigations for any development or project when warranted.

Time Frame: On-going

Responsible Party: Building, Engineering and Deciding Body

- S.I.1.2 Geologic map: The Town shall update periodically its geological map delineating known geological hazards and faults in the Town.

Time Frame: 2000 - 2005

Responsible Party: Building and Engineering

- S.I.1.3 Bridges: The Town shall continue to identify and retest, if needed, those bridges whose destruction would cause serious access problems after an earthquake.

Time Frame: 2000 - 2005

Responsible Party: Engineering and Public Works

- S.I.1.4 Essential buildings: The Town shall continue to evaluate and maintain buildings in Town whose use and function are essential in response to a major earthquake.

Time Frame: 2000 - 2005

Responsible Party: Building, Engineering and Police

- S.I.1.5 Geologic Hazards Check List: As part of development review, the developer shall fill out the Geologic Hazards Check List as adopted by the Town and show that proposed structures including earth fills will resist potential earthquake effects.

Time Frame: On-going

Responsible Party: Building and Engineering

- S.I.1.6 Require preparation of a report from an engineering geologist that reviews geologic soils and engineering reports for developments in identified geologic hazard areas.

Time Frame: On-going

Responsible Party: Building and Engineering



Time Frame: On-going  
Responsible Party: Building

## ISSUE: 2

The Santa Clara County Fire District provides fire protection to most of the Town of Los Gatos. Policies need to be in place in order to protect Town residents and property from injury and damage resulting from fire hazards. In addition, San Jose Fire Department and the California Department of Forestry cover areas within the Town and its sphere of influence. Los Gatos is susceptible to destruction from both urban and wild land fires.

### Goals:

- S.G.2.1 To incorporate fire safety precautions as an integral consideration in planning development.
- S.G.2.2 To reduce the potential for injuries, damage to property, economic and social displacement, and loss of life resulting from fire hazards.

### Policies:

- S.P.2.1 Minimize exposure to wildland and urban fire hazards through rapid emergency response, proactive code enforcement, public education programs, use of modern fire prevention measures, quick safe access for emergency equipment and evacuation, and emergency management preparation.
- S.P.2.2 Ensure emergency fire and medical services are available and ensure adequate water supply for fire emergencies.
- S.P.2.3 Design and site new development located in or adjacent to fire hazard areas to minimize hazards to life and property, such as fire preventive site design, access, landscaping and building materials, and use of fire suppression techniques.
- S.P.2.4 Restrict development in areas with inadequate water flow.
- S.P.2.5 Encourage neighborhood fire emergency planning for isolated areas.
- S.P.2.6 Encourage fire safety improvements for existing homes and commercial building.

### Implementing Strategies:

- S.I.2.1 Neighborhood safety plan: Adopt procedures whereby the public will continually be made aware of the Town's policies regarding safety hazards and be conveniently supplied with information to include notification of residents of fire emergency plans for their area.

Time Frame: 2000 - 2005  
Responsible Party: Fire and Police

*Fire Hazards*





## *Flood and Inundation Hazards*



- S.I.2.2 Site design: In areas identified as potentially susceptible to fire hazards, require special building and site design by ordinance.

Time Frame: On-going  
Responsible Party: Building, Fire, Police and Engineering

- S.I.2.3 Vegetation: Control excessive buildup of flammable vegetative material.

Time Frame: On-going  
Responsible Party: Fire

- S.I.2.4 Water storage: During the development review process, carefully consider the adequacy of water storage for fire protection.

Time Frame: On-going  
Responsible Party: Fire, Building and Engineering

- S.I.2.5 Identify the characteristics of the total water supply available in the event of an emergency.

Time Frame: 2000-2005  
Responsible Party: Fire and Engineering

### **ISSUE: 3**

This section of the Safety Element addresses issues regarding flood hazards. A Storm Drain Master Plan has been prepared for the Town of Los Gatos. The Plan establishes drainage design criteria to establish the baseline requirements. This will ensure that the required level of protection is provided which will meet various jurisdictional agency requirements in the Town of Los Gatos.

#### **Goal:**

- S.G.3.1 To reduce the potential for injuries, damage to property, economic and social displacement, and loss of life resulting from flood hazards.

#### **Policies:**

- S.P.3.1 Limit the intensity of land use in flood plain areas.
- S.P.3.2 Require site planning and building design to address identified flood and inundation hazards.
- S.P.3.3 Insure federal standards are met for development in designated flood plains along Los Gatos Creek and other creeks in the Planning Area.
- S.P.3.4 To promote water conservation and the efficient use of water.

#### **Implementing Strategies:**

- S.I.3.1 The Town shall develop a list of priorities for improvements to the storm drain system based upon the Storm Drain Master Plan.

Time Frame: 2001 - 2002  
Responsible Party: Engineering



## Crime and Traffic Hazards



- S.I.3.2 The Town shall study potential impacts associated with failure of dam facilities and shall develop and maintain emergency response plans in the event of such failures.

Time Frame: 2001 - 2002  
Responsible Party: Engineering

### ISSUE: 4

Police protection for the Town of Los Gatos is provided by the Los Gatos/Monte Sereno Police Department. The Town is characterized as a relatively safe, quiet community with few crime or traffic related hazards. This section of the Safety Element further addresses these issues.

#### Goal:

- S.G.4.1 To reduce the potential for injuries, damage to property, economic and social displacement, and loss of life resulting from crime and traffic hazards.

#### Policies:

- S.P.4.1 Pursue community policing and other crime prevention measures for increased public safety.
- S.P.4.2 Ensure traffic safety.
- S.P.4.3 Street standards shall recognize the existing character of the neighborhood safety and maintenance.

#### Implementing Strategies:

- S.I.4.1 Crime prevention by design: Adopt an ordinance that establishes design parameters for buildings, streetscapes and lighting which help prevent crime.

Time Frame: 2001 - 2005  
Responsible Party: Police

- S.I.4.2 Uses adjacent to schools: Prohibit new commercial or industrial zoning adjacent to elementary school sites (this does not limit the use of the - ps - Public School Overlay Zone.)

Time Frame: On-going  
Responsible Party: Planning and Town Council

### ISSUE: 5

The Santa Clara County Fire District issues Hazardous Materials Permits to all businesses handling such materials in the Town. While these permits help track hazardous materials use in the Town, this element of the General Plan addresses broader issues related to hazards associated with hazardous materials.



## Hazardous Materials





*Disaster  
Preparedness and  
Response*

**Goal:**

- S.G.5.1 To reduce the potential for injuries, damage to property, economic and social displacement, and loss of life resulting from hazards related to hazardous materials.

**Policies:**

- S.P.5.1 Work with public agencies and private organizations to prevent introduction of hazardous materials into the water and air supply.

**Implementing Strategies:**

- S.I.5.1 Identify businesses within the Planning Area using hazardous materials.

Time Frame: On-going

Responsible Party: Fire

- S.I.5.2 Maintain an inventory of all businesses that store or use hazardous materials.

Time Frame: On-going

Responsible Party: Fire

- S.I.5.3 Maintain vigilance in monitoring the storage of hazardous materials.

Time Frame: On-going

Responsible Party: Fire

**ISSUE: 6**

All communities must prepare for unexpected disasters. This section of the Safety Element establishes policies which will aid the Town preparing for, responding to, and recovering from such unexpected events.

**Goal:**

- S.G.6.1 To reduce the potential for injuries, damage to property, economic and social displacement, and loss of life resulting from unexpected emergency scenarios.

**Policies:**

- S.P.6.1 Require and maintain effective circulation in hillsides in accordance with the Hillside Specific Plan.
- S.P.6.2 Discourage single access roads of extended length, and restrict development along such roads.
- S.P.6.3 Maintain up-to-date preparedness and response plans for fire, flood, earthquake, hazardous materials, and other emergencies.



### Implementing Strategies:

- S.I.6.1 Steep roads: Establish specific gradient standards and the maximum length of steep roads.
- Time Frame: 2000 - 2005  
Responsible Party: Engineering, Police and Fire
- S.I.6.2 Road grades: Reduce the permitted gradient in areas determined to be of high risk landslide or fault zones.
- Time Frame: On-going  
Responsible Party: Engineering, Police and Fire
- S.I.6.3 Street Signs: Adopt specific design criteria for street identification signs including street names and numbers in rural areas and change existing signs to comply.
- Time Frame: 2000 - 2005  
Responsible Party: Engineering and Public Works
- S.I.6.4 Neighborhood disaster plans: Provide an outline for encouragement of disaster preparedness for neighborhoods.
- Time Frame: 2000 - 2005  
Responsible Party: Police, Fire and Building
- S.I.6.5 Include the Town's emergency plan in this General Plan by reference.
- Time Frame: On-going  
Responsible Party: Planning
- S.I.6.6 Emergency road design: Design road systems to provide reliable access to remote areas both for access by emergency vehicles and egress by residents fleeing from a disaster.
- Time Frame: On-going  
Responsible Party: Police, Fire and Engineering
- S.I.6.7 Regularly update and distribute the Town's Emergency Management Plan.
- Time Frame: On-going  
Responsible Party: Police
- S.I.6.8 Earthquake Preparedness: Update the Town's earthquake preparedness information packet originally developed in the mid 1980's, keep it current on an ongoing basis, and develop and implement effective means to disseminate it to Town residents and businesses.
- Time Frame: 2001 - 2003 and On-going  
Responsible Party: Community Services, Police and Fire



1940

1940-1941: The first year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1941: The second year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1942: The third year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1943: The fourth year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1944: The fifth year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1945: The sixth year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1946: The seventh year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1947: The eighth year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1948: The ninth year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).

1949: The tenth year of the war. The United States entered the war in December 1941. The war was fought between the Axis powers (Germany, Italy, Japan) and the Allies (United States, United Kingdom, Soviet Union, etc.).



# Geologic Hazards Map

Town of Los Gatos, California

## Legend

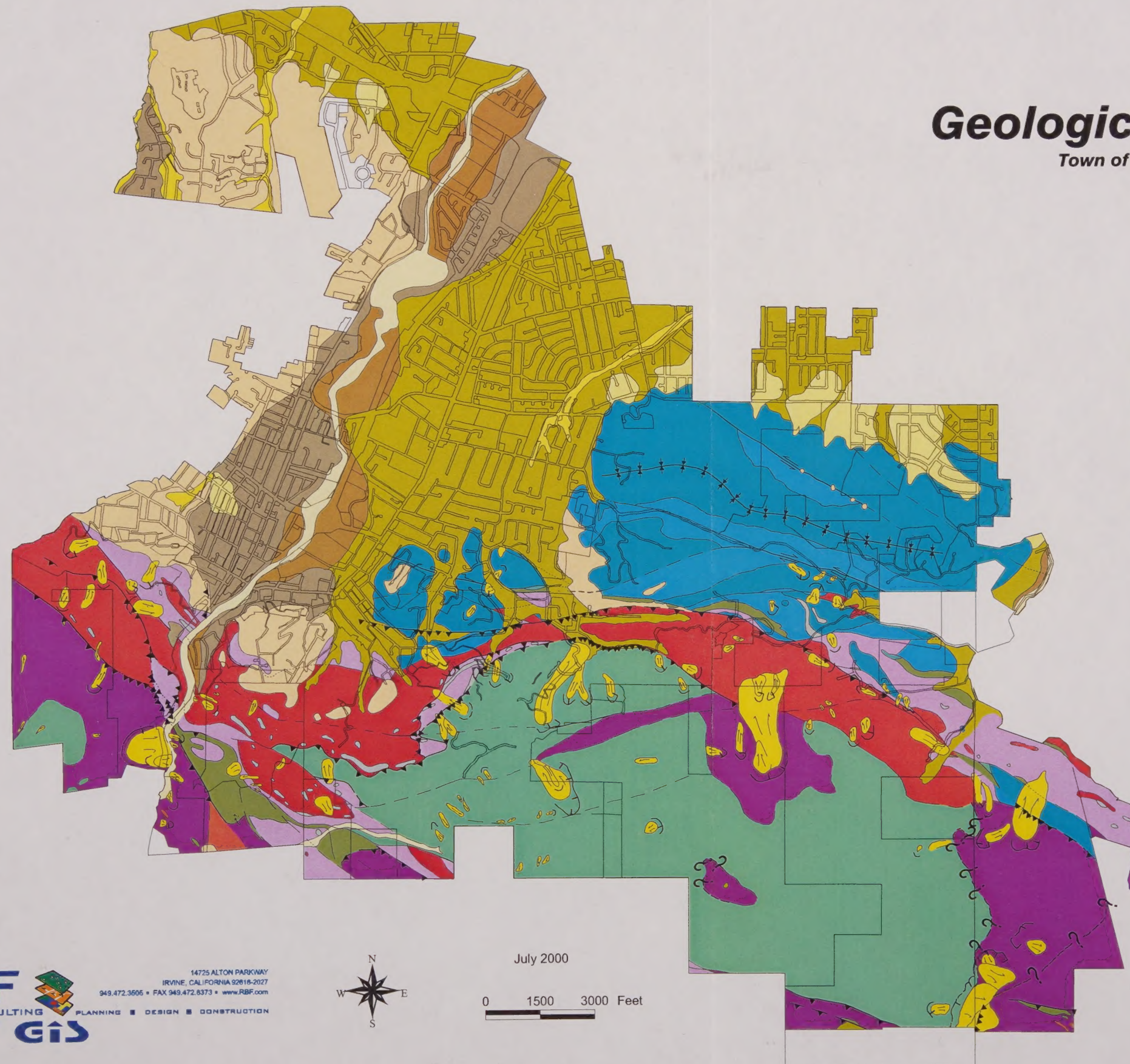
Soil Types - please refer to next page for full description

|      |     |      |
|------|-----|------|
| Qfl  | Tmm | flp  |
| Qls  | Tmt | fvp  |
| Qal  | Jos | fsrp |
| Qt   | sc  | fsm  |
| Qf   |     | fcm  |
| Qto  |     | fvm  |
| Qfo  |     | fsrm |
| QTsc |     |      |

## Fault Lines

- Contact
- - - Approximate
- ... Concealed
- . - Uncertain
- Fault
- - - Fault - Approximate
- ... Fault - Concealed
- Thrust Fault
- - - Thrust Fault - Approximate
- ... Thrust Fault - Concealed
- . - Thrust Fault - Uncertain
- Synclinal Axis
- Landslide Headscarp

Landslide Mass - arrows indicate direction of movement, dashed where approximate



July 2000

0 1500 3000 Feet

Figure 9.1







# Fire Hazard Area Map

Town of Los Gatos, California

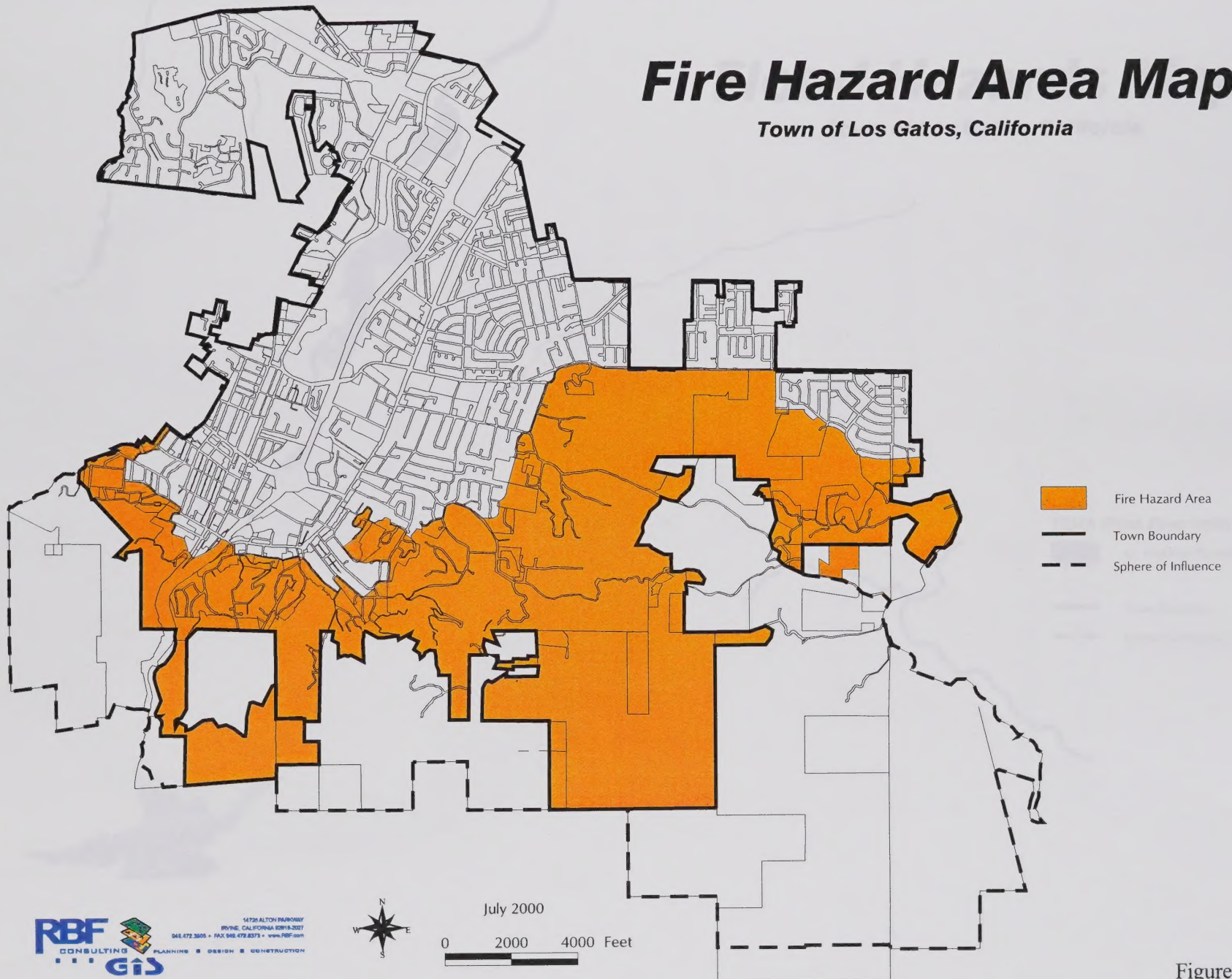


Figure 9.2



# THE HISTORY OF THE

REPUBLIC OF THE UNITED STATES OF AMERICA



LEGEND

- State boundaries
- Major cities



# Flood Hazards Map

Town of Los Gatos, California

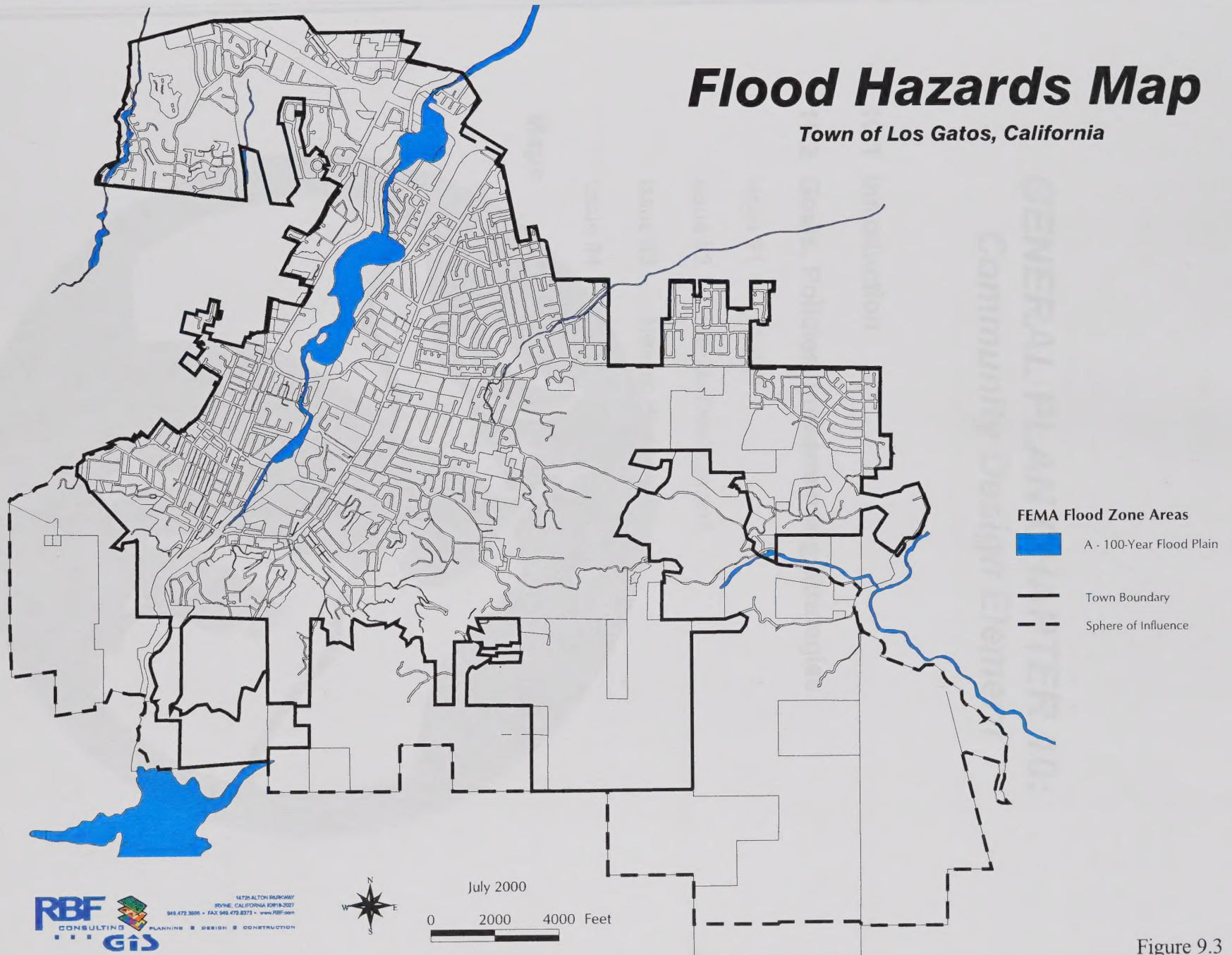


Figure 9.3



# qam shissan boolt

Legend: (Symbol) Description

Legend: (Symbol) Description

Legend: (Symbol) Description



Scale

0 1 2 Miles  
0 1 2 Kilometers



# **GENERAL PLAN CHAPTER 10:** ***Community Design Element***

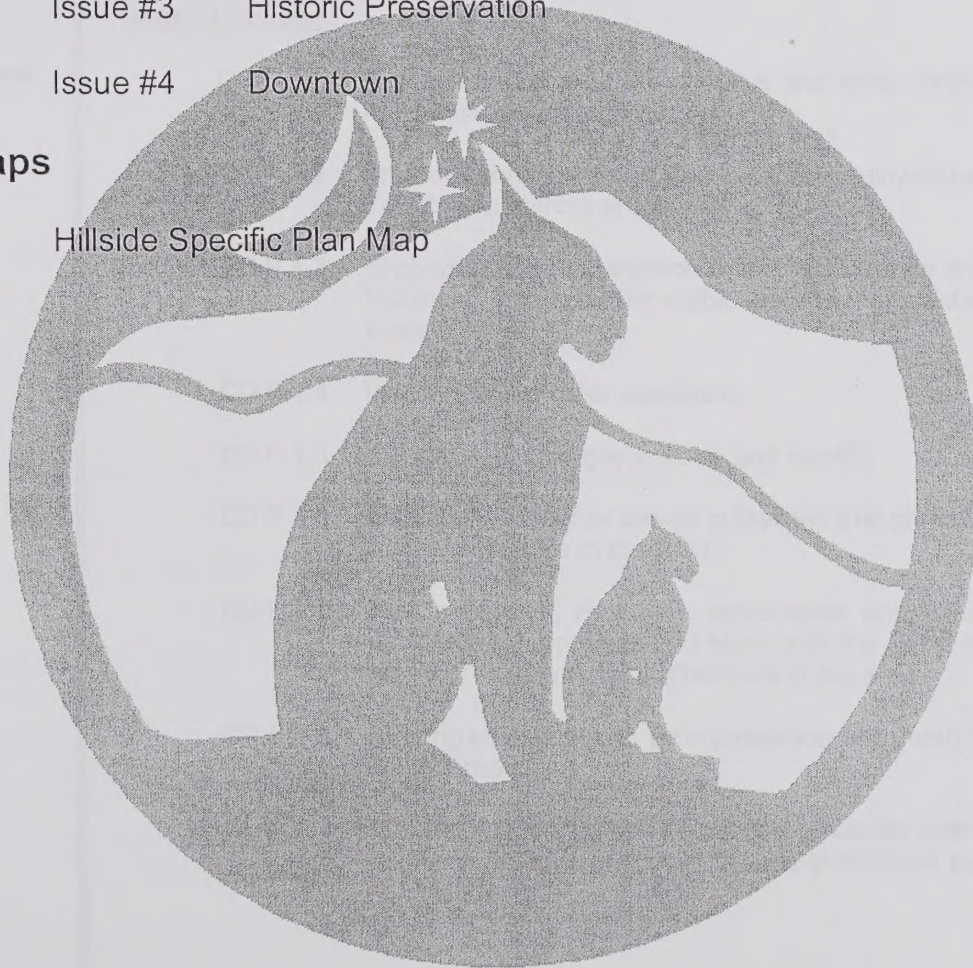
## **10.1 Introduction**

## **10.2 Goals, Policies, Implementing Strategies**

- |          |                       |
|----------|-----------------------|
| Issue #1 | Design                |
| Issue #2 | Hillside Development  |
| Issue #3 | Historic Preservation |
| Issue #4 | Downtown              |

### **Maps**

Hillside Specific Plan Map





# GENERAL PLAN CHAPTER 10: Community Design Element

## 10.1 Introduction

## 10.2 Goals, Objectives, and Guiding Principles

### 10.2.1 Goals

### 10.2.2 Objectives

### 10.2.3 Guiding Principles

### 10.2.4

## 10.3





# 10.0 COMMUNITY DESIGN ELEMENT

## 10.1 INTRODUCTION

This Community Design Element brings together the physical elements and design features of Los Gatos thereby establishing a strong sense of place and local identity. The unique characteristics that define the Town are protected and encouraged in this element. Residential, commercial and industrial design as well as landscaping, streetscape, focal points, boundaries and vistas are addressed.

Historic buildings and structures tell the story of the Town's past. Therefore, Historic Preservation is a significant aspect of the Community Design Element.

## 10.2 GOALS, POLICIES, IMPLEMENTING STRATEGIES

### ISSUE: 1

Town residents seek high quality design and construction in residential, commercial and industrial properties.

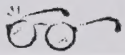
#### Goal:

CD.G.1.1 To preserve and enhance the Town's character through exceptional community design.

#### General Policies:

- CD.P.1.1 Promote and protect the physical and other distinctive qualities of residential neighborhoods.
- CD.P.1.2 Promote, enhance and protect the functionality and appearance of the Town's commercial areas.
- CD.P.1.3 Encourage the preservation of the appearance and function of the industrial areas and the visible labor and products of labor that are evident there.
- CD.P.1.4 Promote and protect viewsheds.
- CD.P.1.5 Avoid abrupt changes in scale and density.
- CD.P.1.6 Establish community design guidelines that promote and protect the natural amenities in the Town.
- CD.P.1.7 New structures, remodels, landscapes and hardscapes shall be designed to harmonize and blend with the scale and rhythm of the neighborhood and natural features in the area.
- CD.P.1.8 Building elements shall be in proportion with those traditionally in the neighborhood.
- CD.P.1.9 Building, landscape and hardscape materials shall be used that will reinforce the sense of unity of a neighborhood and blend with the natural setting.

*Design*

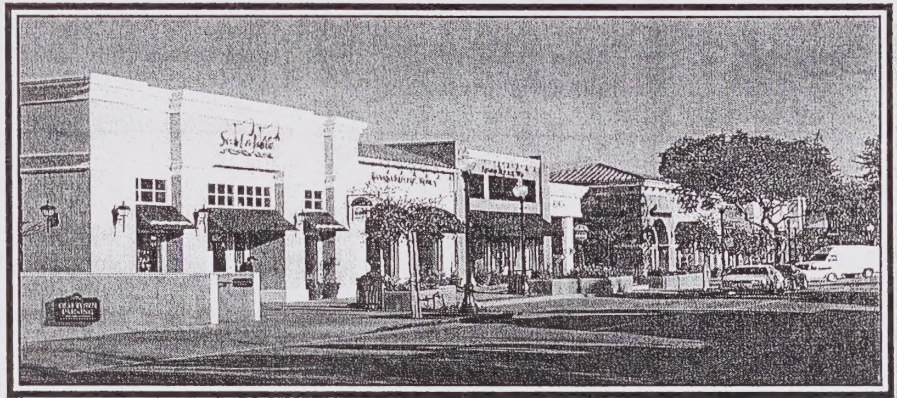


*Land Use Element  
Issue 1*





- CD.P.1.10 Buildings, landscapes and hardscapes shall follow the natural contours of the property.
- CD.P.1.11 New structures or remodels that will affect existing scenic views of neighbors shall be designed so that all affected properties have equitable access to views.
- CD.P.1.12 New construction and remodels shall be encouraged to use energy- and resource-efficient and ecologically sound designs, technologies and building materials, as well as recycled materials to promote sustainability. (See Energy and Recycling sections of the Conservation Element)
- CD.P.1.13 Encourage the under grounding of utilities on new construction and substantial remodels.



#### Detail Policies:

- CD.P.1.14 Minimize the visual impacts of lighting.
- CD.P.1.15 Utility connections and meters shall be located as to be visually unobtrusive from the street.
- CD.P.1.16 Roof mounted mechanical equipment shall be screened and such screening shall be considered as part of the structure for height limitations.
- CD.P.1.17 Landscaping and hardscaping shall harmonize with the existing neighborhood while meeting water conservation requirements.
- CD.P.1.18 Hardscape and formal landscape areas in hillsides shall be minimized.
- CD.P.1.19 Solid fencing over 3 feet high shall be designed to not isolate the structures from the street or shall be set back and landscaped.
- CD.P.1.20 Multiple family residential developments shall include common open space suitable for group gathering.
- CD.P.1.21 All residential developments shall include privately owned open space in proportion to the building size.
- CD.P.1.22 Minimize the number of driveway openings, or curb cuts, in new development.





- CD.P.1.23 Review properties next to community entry points when they are developed or redeveloped to reflect the gateway concept.
- CD.P.1.24 Plan street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, benches and trash containers as an integral part of a project to ensure safe movement of people and vehicles with the least possible disruption to the streetscape.
- CD.P.1.25 Provide for safe pedestrian circulation in parking lots without unnecessarily eliminating parking spaces.
- CD.P.1.26 Promote visual continuity through tree planting, consistent use of low shrubs and ground cover.
- CD.P.1.27 Encourage the use of landscaping (such as trees, large shrubs, trellised vines) to mitigate the effects of building mass, lower noise and reduce heat generation.

#### **Implementing Strategies:**

- CD.I.1.1 Design Review: Design standards shall be considered for every project. These standards shall be periodically reviewed and updated. Staff reports shall include a design review that refers to but is not limited to the following:

- A. Building architecture (in keeping with the surrounding neighborhood)
- B. Utilities
- C. Landscaping
- D. Streets and sidewalks
- E. Signing
- F. Lighting
- G. Historical significance
- H. Disabled accessibility
- I. Siting / Orientation
- J. Materials and color
- K. Functionality
- L. Energy efficiency

Time Frame: On-going

Responsible Party: Planning

- CD.I.1.2 Periodically inspect all commercial landscaping to ensure that approved landscaping is maintained.

Time Frame: On-going

Responsible Party: Parks

- CD.I.1.3 Require careful review of all landscaping to insure that it is aesthetically pleasing, lush and full, compatible with its neighborhood and natural environment, and water conserving.

Time Frame: On-going

Responsible Party: Parks

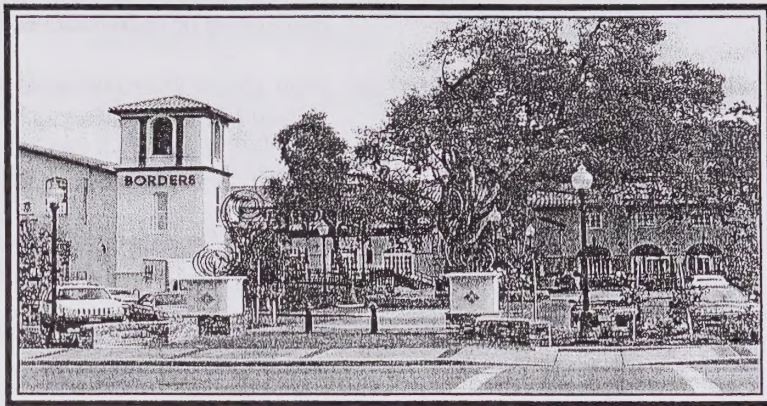
- CD.I.1.4 Adopt design guidelines for landscaping; including hardscape.

Time Frame: 2001 - 2002

Responsible Party: Parks







- CD.I.1.5 An education and outreach program shall be used to inform neighborhoods, realtors, developers, architects, and designers about the Town's design guidelines and standards, including providing the relevant guidelines and standards as part of project application packages.

Time Frame: On-going

Responsible Party: Planning

- CD.I.1.6 Native plant species. Landscaping plans shall maximize the use of native and/or drought resistant plant materials.

Time Frame: On-going

Responsible Party: Parks

- CD.I.1.7 Trees. Landscaping plans should maximize the use of trees for climate control, screening, shading (esp. parking lots) and aesthetics.

Time Frame: On-going

Responsible Party: Parks

- CD.I.1.8 Tree species. Encourage mixtures of tree species, both deciduous and evergreen, to screen projects, to add variety, to create a more natural environment and to avoid future problems of insect infestation or other blights that might destroy the desired tree cover.

Time Frame: On-going

Responsible Party: Parks

- CD.I.1.9 Maintenance contracts. A five-year maintenance contract to protect newly planted and existing trees shall be required as a condition of approval for all development applications except single family dwellings.

Time Frame: On-going

Responsible Party: Parks

- CD.I.1.10 Consider amending Zoning Ordinance regarding fences adjacent to streets.

Time Frame: 2002 - 2003

Responsible Party: Planning





*Hillside  
Development*



*Land Use Element  
Issue 8*

CD.I.1.11 The Los Gatos Boulevard Plan shall be used to evaluate projects within the area it covers.

Time Frame: On-going  
Responsible Party: Planning

CD.I.1.12 Evaluate projects against applicable design guidelines.

Time Frame: On-going  
Responsible Party: Planning

CD.I.1.13 Consider amending the Zoning Ordinance to apply hillside standards to sloping lots, even if zoned other than HR or RC.

Time Frame: 2000-2005  
Responsible Party: Planning

CD.I.1.14 Consider amending the Zoning Ordinance to define sloping lot

Time Frame: 2000-2005  
Responsible Party: Planning

**ISSUE: 2**

The Town places special emphasis on design and siting of development in the hillsides.

**Goal:**

CD.G.2.1 To preserve the natural beauty and ecological health of the hillsides.

**Policies:**

CD.P.2.1 Projection above the ridge view protection line is prohibited. The plans for each house shall indicate its height in relationship to the ridge view protection line when viewed from specific vantage points.

CD.P.2.2 Consideration shall be given to siting homes for privacy, livability, protection of natural plant and wildlife habitats and migration corridors, adequate solar access and wind conditions. Siting should take advantage of scenic views but should not create significant ecological or visual impacts affecting open spaces, public places, or other properties.

CD.P.2.3 Mass Grading in New Construction: Follow natural land contour and avoid mass grading in new construction. Grading large, flat yard areas shall be avoided. Siting of the house must consider natural topography.

CD.P.2.4 Reducing Visible Mass: Effective visible mass shall be reduced through such means as stepping structures up and down the hillside, a maximum of two stories shall be visible from every elevation following the natural contours, and limiting the height and mass of the wall plane.

CD.P.2.5 Adjacent parcels shall provide an uninterrupted band of useable segments for wildlife corridors and the recreational use of others, if applicable.





- CD.P.2.6 Hillside Landscaping: Hillside landscaping shall be designed with the following goals in mind:
- A. Preservation and use of native/natural vegetation.
  - B. Minimization of formal landscaping and hardscape.
  - C. Siting formal landscaping and hardscape close to the house.
  - D. Following the natural topography.
  - E. Preservation of natural trees, vegetation, and wildlife habitats and migration corridors.
- CD.P.2.7 Fencing: Fences shall be of open design unless required for privacy. A minimal amount of the land shall be enclosed by fences over five feet high.
- CD.P.2.8 Lighting: Outdoor lighting shall be limited. Lighting allowed shall be of low intensity and for safety purposes. Lighted sports courts shall be prohibited. The effects of indoor lights should be studied and reduced if found to be excessive.
- CD.P.2.9 Update the Hillside Design Standards.

**Implementing Strategies:**

- CD.I.2.1 Adopt and continually update exceptional hillside design standards and guidelines. Expand the issues currently addressed by the Town's Hillside Design Standards to include siting, orientation, materials, size, fencing, lighting, wildlife habitats and migration corridors, and the amount of formal landscaping and hardscape that may be installed.

Time Frame: 2001

Responsible Party: Planning

- CD.I.2.2 Evaluate projects as to how the built environment naturally blends into the surrounding landscape in such areas as: scale, materials, hardscape, lights and landscape.

Time Frame: On-going

Responsible Party: Planning

- CD.I.2.3 Revise the Town's grading policy to be consistent with the General Plan and Hillside Specific Plan.

Time Frame: 2000-2005

Responsible Party: Planning

- CD.I.2.4 Determine maximum buildable slope and consider a regulation for it.

Time Frame: 2000-2005

Responsible Party: Planning

- CD.I.2.5 Consider down zoning hillside properties to lower densities.

Time Frame: 2000-2005

Responsible Party: Planning







### ISSUE: 3

The Town places a high priority on preserving its historic structures and neighborhoods.

#### Goal:

- CD.G.3.1 To preserve significant historic and architectural features within the Town.

#### Policies:

- CD.P.3.1 Avoid demolishing historic buildings.
- CD.P.3.2 Encourage adaptive reuse of residential, commercial, or public buildings.
- CD.P.3.3 Promote rehabilitation of damaged historic structures consistent with the policies of the Safety Element in conformance with the State Historic Building Code.
- CD.P.3.4 Encourage the preservation and restoration of historic sites, and structures and architecturally valuable structures.
- CD.P.3.5 Encourage the preservation, maintenance and reuse of existing buildings.



- CD.P.3.6 Renovations or remodels of historic structures shall be architecturally consistent and compatible with the original structure.
- CD.P.3.7 New structures within historic areas shall be designed to blend and harmonize with the neighborhood

#### Implementing Strategies:

- CD.I.3.1 Public Information Program: Establish public information programs designed to make owners of historic structures and the general public aware of the value of historic buildings and to encourage their maintenance.

Time Frame: On-going

Responsible Party: Planning



CD.I.3.2 Impacts on Historic Landmarks: All projects shall consider any adverse effect to historic landmarks and features on or in the vicinity of the proposed project.

Time Frame: On-going

Responsible Party: Planning

CD.I.3.3 Tax benefits: Provide information about tax law benefits for rehabilitation of historic structures.

Time Frame: On-going

Responsible Party: Planning

CD.I.3.4 Historic Codes: Continue to use Town Code provisions to protect and designate historic sites. Encourage the use of the State Historic Building Code for any structural changes to an historic building.

Time Frame: On-going

Responsible Party: Planning

CD.I.3.5 Protections for historic sites: Require any development having potential adverse impacts on historical sites and/or features on or in the vicinity of the site to:

- A. Accommodate the historical structure or feature, or
- B. Mitigate potential adverse impacts to a level acceptable to the Town, or
- C. Relocate the historical feature to an appropriate site.

Time Frame: On-going

Responsible Party: Planning and Deciding Body

CD.I.3.6 Code Review: Periodically review historic landmark and preservation legislation and update Town Code as necessary.

Time Frame: On-going

Responsible Party: Planning and Historic Preservation Committee

CD.I.3.7 Save Historic Structures: Encourage developers to use historic structures and if not feasible encourage their donation to the Town.

Time Frame: On-going

Responsible Party: Planning and Historic Preservation Committee

CD.I.3.8 Provide applicants/developers with resources to assist in restoration projects.

Time Frame: On-going

Responsible Party: Planning

## *Downtown*

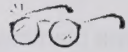


### ISSUE 4

Downtown is the heart of Los Gatos and must continue to reflect the small-scale character. All improvements shall be pedestrian scale and of the highest quality. Parking structures shall be low profile, depressed and include extensive screening and landscaping.







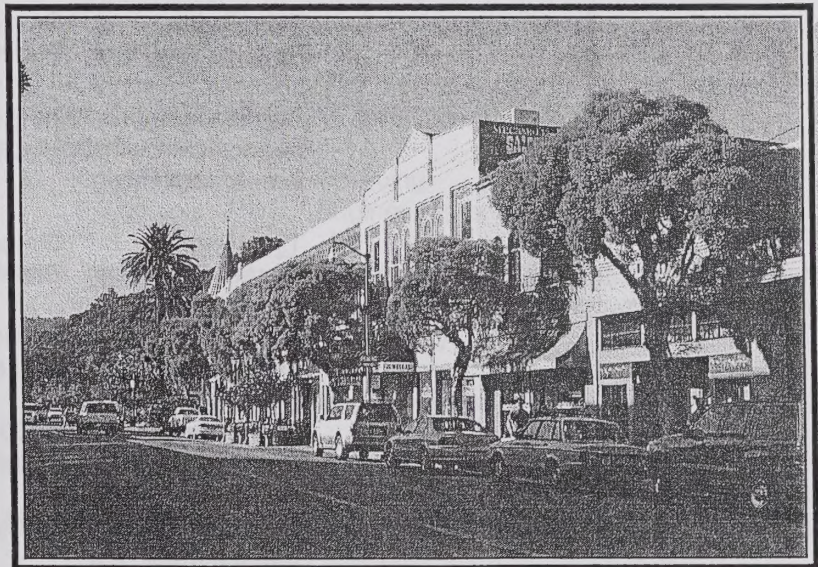
*Land Use Element*  
*Issue 6 -*  
*Historical Downtown*

**Goal:**

- CD.G.4.1 To preserve the character of downtown Los Gatos and the quality of life for its citizens.

**Policies:**

- CD.P.4.1 Provide for a pedestrian-oriented downtown core.
- CD.P.4.2 Establish and maintain strong boundaries between the commercial area and adjacent residential neighborhoods.
- CD.P.4.3 Preserve and enhance the appearance of the Central Business District (CBD) through design improvements.
- CD.P.4.4 Strengthen architectural design controls related to the rehabilitation of buildings within the Town's CBD.
- CD.P.4.5 Provide directional signs to identify the downtown area and to guide residents and visitors to downtown destinations.
- CD.P.4.6 Preserve historically, architecturally or socially significant buildings.
- CD.P.4.7 Downtown signs and graphics should maintain the Town's small-scale appearance.
- CD.P.4.8 Parking structures and facilities shall have a low profile and be screened from view, and be aesthetically pleasing.
- CD.P.4.9 Develop and promote pedestrian, bicycle, and transit-oriented supplements to parking.





## Implementing Strategies:

CD.I.4.1 Commercial Core: The area along Santa Cruz and University Avenues between Saratoga Avenue and West Main Street should receive special treatment to accent it as the Town's commercial core or CBD. This treatment to enhance user comprehension and enjoyment of this area should include:

- A. Continuation of the Town's downtown paving and tree planting system within the CBD.
- B. Specialized lighting and sign systems to distinguish this area.
- C. Architectural design controls related to the rehabilitation of buildings within the CBD through consistency and compatibility of scale, massing, materials, color, texture, reflectivity, openings, and other details.
- D. Design controls on private signs to enhance the commercial core area.
- E. Controls to ensure that the new buildings built on existing vacant parcels strengthen the form and image of the CBD.
- F. Orientation signs to guide those seeking access to the Town's parking areas and other destinations.
- G. Modifications and improvements to the Town Plaza to heighten its role as the southern visual anchor and gateway to the downtown area.

Time Frame: 2000 - 2005

Responsible Party: Planning, Parks, Public Works, Redevelopment Agency

CD.I.4.2 Building Relationship to Street and Pedestrian Ways: Mid-block pedestrian arcades linking Santa Cruz Avenue with existing and new parking facilities in the CBD along the right-of-way facilitate pedestrian access. These arcades must include crime prevention elements such as good sight-lines and lighting systems for security.

Time Frame: On-going

Responsible Party: Planning and Police

CD.I.4.3 Building Materials: The exterior building materials in the CBD should be consistent with those used in existing, tastefully executed buildings in near proximity.

Time Frame: On-going

Responsible Party: Planning

CD.I.4.4 Pedestrians: Specify building designs and site plans that encourage and enhance pedestrian circulation.

Time Frame: 2000 - 2005

Responsible Party: Planning

CD.I.4.5 Historic Features: Identify valuable and historical architectural styles and features.

Time Frame: 2000 - 2005

Responsible Party: Planning and Historic Preservation Committee





CD.I.4.6 Landscaping: Develop landscaping schemes that heighten user understanding of Downtown. Trees and plants shall be approved by the Superintendent of Parks and Forestry for the purpose of meeting criteria, including climatic conditions, maintenance, year round versus seasonal color change (blossoms, summer foliage, autumn color), special branching effects and other considerations.

Time Frame: 2000 - 2005

Responsible Party: Parks

CD.I.4.7 Parking Facilities Relation to Grade: Parking facilities in Downtown Los Gatos shall be at or below grade. A parking structure on the Farwell Lot (Lot 6) may be acceptable with one level above grade. All parking facilities must exhibit excellence in design, minimize impacts on adjacent property, and be consistent with the Town's character.

Time Frame: On-going

Responsible Party: Engineering and Public Works

CD.I.4.8 Parking Facilities Design Criteria: Establish adequate design criteria to ensure parking facilities that are aesthetically pleasing, well designed for parking maneuverability, properly signed for ease of use, properly located to attract traffic as it approaches the downtown, and through the use of landscaping, berms, screening and the like, as inconspicuous as possible.

Time Frame: On-going

Responsible Party: Engineering, Public Works and Parks

CD.I.4.9 Pedestrian Orientation and Parking Demand Management: Conduct a feasibility and design study to develop and implement programs for pedestrian, bicycle, and transit-oriented systems to supplement parking in the CBD.

Time Frame: On-going

Responsible Party: Engineering and Parks

CD.I.4.10 Bicycle Parking: Require bicycle parking in private parking lots and provide bicycle parking in all public lots in downtown.

Time Frame: On-going

Responsible Party: Engineering and Public Works

CD.I.4.11 Lighting: Street walkway, and building lighting should be designed so as to strengthen and reinforce the Town's downtown character.

Time Frame: On-going

Responsible Party: Engineering and Public Works

CD.I.4.12 Signs: Public signs, directional signs, informational signs and others within the CBD should be so designed as to easily communicate their messages, and to be so distinct in their form and color that the observer will identify them with the Central Business District.

Time Frame: 2000 - 2005

Responsible Party: Engineering and Public Works





CD.I.4.13 Street Furniture: Street furniture and equipment, such as lamp standards, traffic signals, fire hydrants, street signs, telephones, mail boxes, refuse receptacles, bus shelters, drinking fountains, planters, kiosks, flag poles and other elements of the street environment should be designed and selected so as to strengthen and reinforce the downtown character.

Time Frame: 2000 - 2005

Responsible Party: Engineering and Public Works

CD.I.4.14 Streetscape Plan: Implement the Downtown Streetscape and Plaza Master Plans.

Time Frame: 2000 - 2005

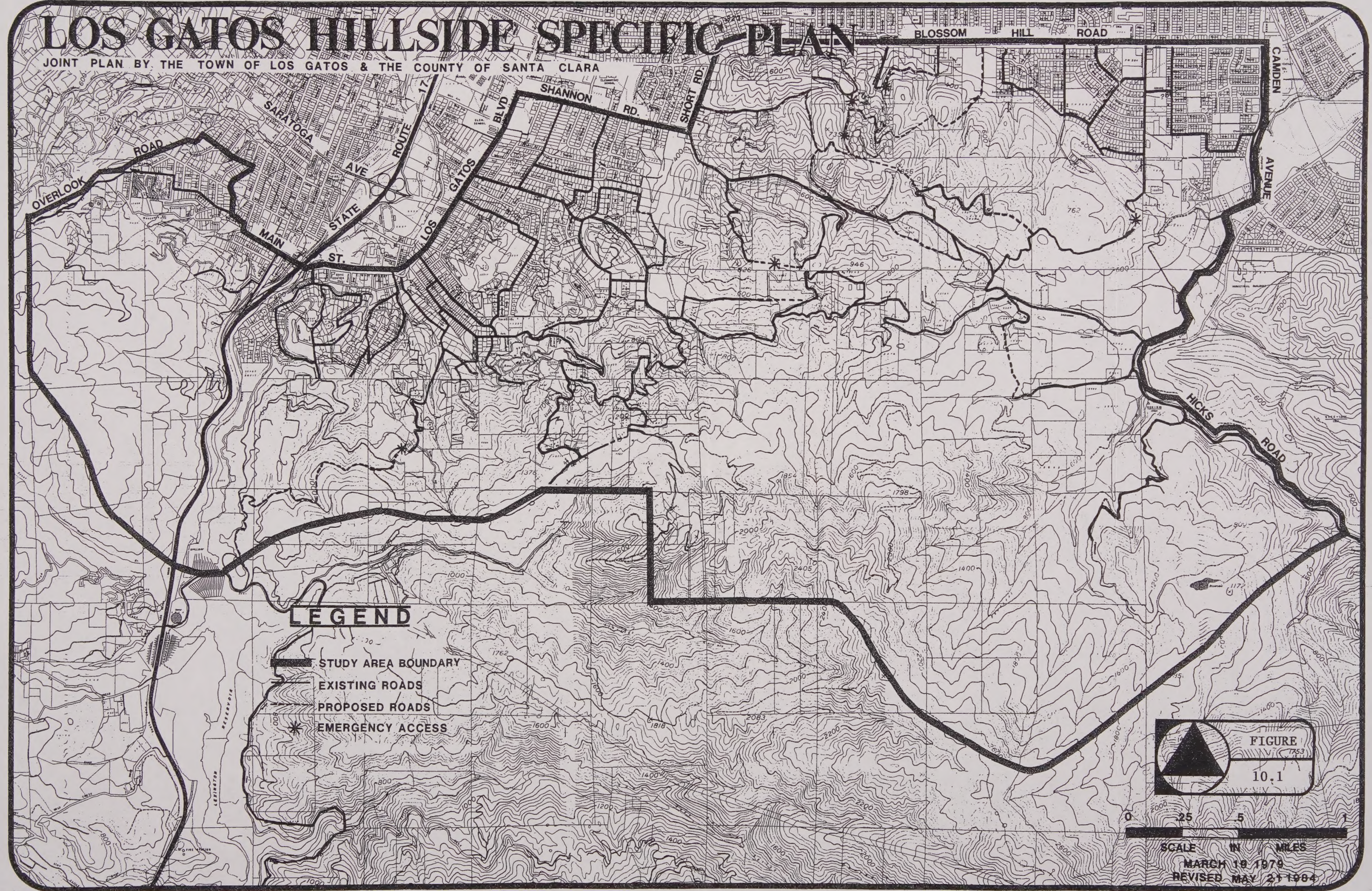
Responsible Party: Parks, Public Works and Redevelopment Agency





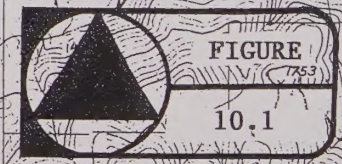
# LOS GATOS HILLSIDE SPECIFIC PLAN

JOINT PLAN BY THE TOWN OF LOS GATOS & THE COUNTY OF SANTA CLARA



## LEGEND

- STUDY AREA BOUNDARY
- EXISTING ROADS
- PROPOSED ROADS
- EMERGENCY ACCESS



SCALE IN MILES  
MARCH 19 1979  
REVISED MAY 21 1984







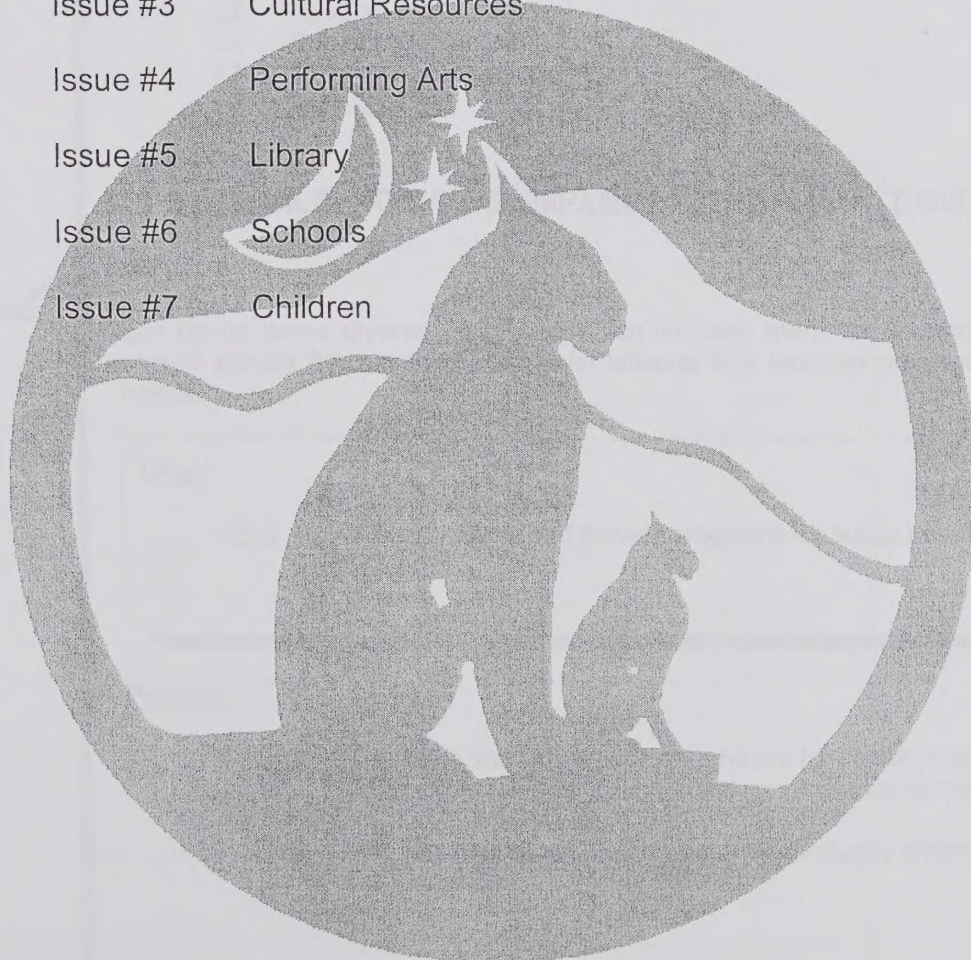
# **GENERAL PLAN CHAPTER 11:**

## ***Human Services Element***

### **11.1 Introduction**

### **11.2 Goals, Policies, Implementing Strategies**

- |          |                    |
|----------|--------------------|
| Issue #1 | Social Needs       |
| Issue #2 | Health Issues      |
| Issue #3 | Cultural Resources |
| Issue #4 | Performing Arts    |
| Issue #5 | Library            |
| Issue #6 | Schools            |
| Issue #7 | Children           |









# 11.0 HUMAN SERVICES ELEMENT

## 11.1 INTRODUCTION

Major land use and development decisions have important physical, economic, social, and environmental implications that must be considered by public officials during any planning process. A Human Services Element to the General Plan provides one avenue for bringing human concerns into the physical planning process.

The Human Services Element expands the General Plan's perspective in assessing residents' needs and available resources. The Human Services Element is the Town's policy statement outlining the basic process for determining the Town's role and responsibilities pertaining to the broad areas of human services. Human Services are those services in the community, both public and private, designed especially to meet the social, health, communication, education and artistic needs of people. Through an effective Human Services Element the Town will assist individuals and families in achieving and maintaining high levels of social well-being, leading to a more positive, and satisfied community.

The Town should be involved in resolving human needs, but not necessarily directly delivering services. The Town recognizes the value of public and private agencies working together to effectively deliver services and also recognizes the benefits of long-range planning. The Town may assume any of the following four roles in order to assist in developing more effective delivery of Human Services in Los Gatos:

- ☐ Resource Coordinator
- ☐ Educator/Advocate
- ☐ Catalyst/Facilitator
- ☐ Evaluator

## 11.2 GOALS, POLICIES, IMPLEMENTING STRATEGIES

### ISSUE: 1

Los Gatos has a diverse population which includes many senior citizens. The Town should identify the needs of our senior citizens and develop programs to meet those needs.

#### Goal:

- HS.G.1.1 To coordinate and provide programs for social interaction for senior citizens.

#### Policies:

- HS.P.1.1 The Town shall act as a clearinghouse for social programs provided by other agencies and groups that provide aid for social problems.
- HS.P.1.2 The Town shall set funding priorities annually which include funds for senior needs.

*Social Needs*







## Implementing Strategies:

- HS.I.1.1 Continue to annually review social programs offered by the Town and other agencies to determine if they meet the needs of seniors.

Time Frame: Annually  
Responsible Party: Community Services Commission

- HS.I.1.2 Continue to use the local media and Town newsletter to promote senior programs.

Time Frame: On-going  
Responsible Party: Community Services Department

## ISSUE: 2

The Town of Los Gatos wants to help assure a healthy community.

### Goal:

- HS.G.2.1 To assure resources and programs are available for the health needs of the entire community, including children and senior citizens.

## Policies:

- HS.P.2.1 Encourage the retention of three nearby hospitals.
- HS.P.2.2 Identify health services that are either not readily available or may need some public funding.

## Implementing Strategies:

- HS.I.2.1 Annually review programs the Town supports to assure they meet the health needs of target groups.

Time Frame: Annually  
Responsible Party: Community Service Commission

- HS.I.2.2 Coordinate and promote through the media health services provided by other agencies to local residents of target groups.

Time Frame: On-going  
Responsible Party: Community Services Department

## ISSUE: 3

The town should protect and promote its cultural resources. These resources include theaters, museums, art galleries, and public art.

### Goal:

- HS.G.3.1 To make art and other cultural resources more accessible to the Town's residents.

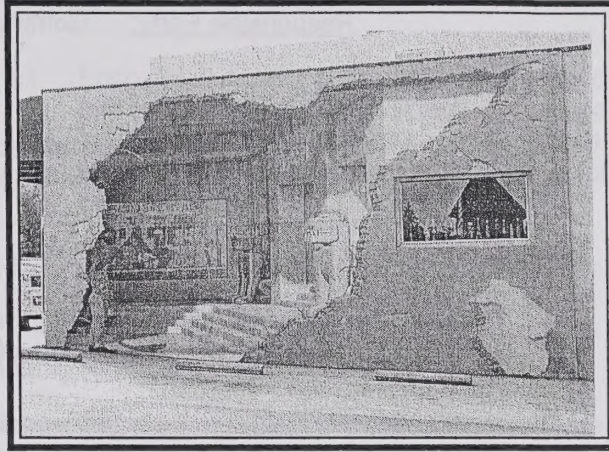
*Cultural  
Resources*





Policies:

- HS.P.3.1 Encourage art related uses (theaters, museums, art galleries) in new and remodeled retail development.
- HS.P.3.2 Encourage public art in all new development.



Implementing Strategies:

- HS.I.3.1 Limit the conversion of museums and theaters to non-art related uses.

Time Frame: On-going  
Responsible Party: Planning and Community Services

- HS.I.3.2 Develop design guidelines to encourage incorporation of art and art-related uses in new and remodel developments.

Time Frame: 2001 -2002  
Responsible Party: Community Services, Arts Commission

**ISSUE 4**

The Town should attract and encourage the performing arts in Los Gatos. This would include live theater, music and dance.

Goal:

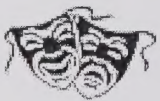
- HS.G.4.1 To enrich the Town through the performing arts.

Policies:

- HS.P.4.1 Continue to support music in the plaza.
- HS.P.4.2 Encourage public and private facilities to host performing art events.

Implementing Strategies:

*Performing Arts*







HS.I.4.1 Study the feasibility of town supported performing arts events.

Time Frame: 2002 - 2003  
Responsible Party: Community Services

HS.I.4.2 Study the feasibility of a performing arts center for the Town, including options for location and financing.

Time Frame: 2002 -2003  
Responsible Party: Community Services, Arts Commission

## ISSUE 5

The Los Gatos Library facility needs to be upgraded and expanded to accommodate new technology and to meet the Town's information and education needs.

### Goal:

HS.G.5.1 To provide a library facility that will accommodate library services to meet the educational and informational needs of the community.

### Policies:

HS.P.5.1 Provide the minimum library facility standards of the American Library Association.

HS.P.5.2 Build a new library facility that will be efficient, flexible and expandable to accommodate the changing informational and educational needs of the community.

### Implementing Strategies:

HS.I.5.1 Proceed with planning for a new library facility that will accommodate changing technology and increased information and education needs of Los Gatos for the next twenty years.

Time Frame: 2001 - 2003  
Responsible Party: Library

HS.I.5.2 Investigate various funding mechanisms.

Time Frame: On-going  
Responsible Party: Library

## ISSUE 6

Quality education is important to the residents of the Town. However, while local land use and development decisions may impact school facilities, mitigation for school impacts required of developers, may be limited by State Legislation or other factors.





**Goal:**

- HS.G.6.1 To maintain a system of open communications between the Town, school districts and the development community in order to coordinate the activities of each to achieve the highest quality of education for all public schools students.

**Policies:**

- HS.P.6.1 Encourage developers to engage in early discussions with the Town and school districts regarding a project, its potential impacts on schools and the potential to reduce impacts. These discussions should occur as early as possible in the project planning stage, preferably preceding land acquisition.
- HS.P.6.2 Cooperate with school districts in identifying and evaluating population and demographic changes that may impact schools.

**Implementing Strategies:**

- HS.I.6.1 Major Development Applications: Amend Town development applications to require applicants to contact the affected school districts to discuss the impacts of the proposed development.

Time Frame: 2002 - 2003  
Responsible Party: Planning

**Issue 7**

The Town is committed to the needs of children and therefore encourages and develops programs that provide services to meet those needs.

**Goal:**

- HS.G.7.1 To recognize the special needs of children.

**Policy:**

- HS.P.7.1 The Town shall interact with applicable agencies and entities that provide children's services to ensure their needs are met.

**Implementing Strategy:**

- HS.I.7.1 Meet with agencies as needed to identify the needs of children in the community and to coordinate providing adequate programs such as childcare services.

Time Frame: On-going  
Responsible Party: Community Services

*Children's Needs*





1977-78  
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# General Plan Glossary

The terms in this glossary are adapted from the California General Plan Glossary, 1997, published by the California Planning Roundtable, Naphtali H. Knox, Editors. Any errors are the responsibility of the Governor's Office of Planning and Research.

## Abbreviations

|         |                                         |
|---------|-----------------------------------------|
| ADT:    | Average daily trips                     |
| BMP:    | Below-market-price dwelling unit        |
| CBD:    | Central Business District               |
| CC&R's: | Covenants, Conditions, and Restrictions |
| CDBG:   | Community Development Block Grant       |
| CEQA:   | California Environmental Quality Act    |
| CIP:    | Capital Improvements Program            |
| CMP:    | Congestion Management Plan              |
| CNEL:   | Community Noise Equivalent Level        |
| Db:     | Decibel                                 |
| EIR:    | Environmental Impact Report (State)     |
| FAR:    | Floor Area Ratio                        |
| HOV:    | High Occupancy Vehicle                  |
| LAFCO:  | Local Agency Formation Commission       |
| LOS:    | Level of Service                        |
| TDM:    | Transportation Demand Management        |
| TSM:    | Transportation Systems Management       |
| VMT:    | Vehicle Miles Traveled                  |

**Affordable Housing:** Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low- and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

**Agricultural Preserve:** Land designated for agriculture or conservation. (See "Williamson Act.")





**Agriculture:** Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

**Ambient Noise:** The composite of noise from all sources near and far. Ambient noise constitutes the normal existing level of environmental noise at a given location.

**Arterial:** Medium-speed (30-40 mph), medium capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

**Average daily trips (ADT):** Average number of daily trips made by vehicles or persons in a 24-hour time period.

**Below-market-price(BMP):** (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards determining which households qualify as "low income". (2) the financing of housing at less than prevailing interest rates.

**Bicycle Lane (Class II facility):** A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

**Bicycle Path (Class I facility):** A paved route not on a street or roadway and expressly reserved for bicycles traversing and otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

**Bicycle Route (Class III facility):** A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

**Bikeways:** A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

**Biotic Community:** A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

**Blight:** A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Heath and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

**California Environmental Quality Act (CEQA):** A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, and Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

**Caltrans:** California Department of Transportation.

**Capital Improvements Program (CIP):** A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

**Central Business District (CBD):** The major downtown center which is designated by the Town of Los Gatos Zoning Ordinance as the C-2 zone. Generally defined as the area including: North Santa Cruz Avenue between Highway 9 and Main Street, South Santa Cruz Avenue, the south side of Highway 9 from just west of Massol Avenue to University Avenue, University Avenue between Highway 9 and West Main Street, and East and West Main Street from just west of Lyndon Avenue to Fiesta Way/High School Court.

**Collector:** Relatively-low-speed (25-30mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.





**Community Care Facility:** Elderly housing licenced by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometime referred to as residential care or personal care. (See "Congregate Care.")

**Community Development Block Grant (CDBG):** A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitlement jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

**Community Noise Equivalent Level (CNEL):** A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7PM to 10PM) and nighttime (10PM to 7AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

**Condominium:** A structure of tow or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

**Congestion Management Plan (CMP):** A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/ housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

**Consistency; Consistent With:** Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity" means in harmony therewith or agreeable to (sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan not obstruct their attainment.

**Covenants, Conditions, and Restrictions (CC&R's):** A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease. Typically used by residential projects to restrict use and architecture.

**Cul-de-sac:** A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

**Cumulative Impact:** As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

**dB:** Decibel; a unit used to express the relative intensity of a sound as its is heard by the human ear.

**dBA:** The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to stimulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

**Deficiency Plan:** An action program for improving or preventing the deterioration of level of service on the Congestion Management Agency street and highway network.





**Dwelling Unit:** A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but no more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Easement:** Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

**Easement, Conservation:** A tool for acquiring open-space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

**Easement, Scenic:** A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

**Elderly:** Persons age 62 and older. (See "Seniors")

**Eminent Domain:** The right of public entity to acquire private property for public use by condemnation and the payment of just compensation.

**Environment:** CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

**Environmental Impact Report (EIR):** A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act.")

**Erosion:** (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

**Fair Market Rent:** The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing program.

**Family:** (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) an individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

**Fault:** A fracture in the earth's crust forming a boundary between rock masses that have shifted.

**Fire Hazard Zone:** An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

**Flood, 100-Year:** The magnitude of a flood expected to occur on the average of every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

**Floodplain:** The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the Floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

**Floodway:** The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.





**Floor Area Ratio (FAR):** The gross floor area of a building or buildings on a zoning plot divided by the area of such lot (see section 29.40.075 of the Town of Los Gatos Zoning Ordinance).

**Gateway:** A point of identity along a roadway whereupon a motorist entering a Town, City or County gains a sense of having left the environs and of having entered the Town, City or County.

**Goal:** An ultimate purpose expressing community values toward which the Town will direct effort.

**Hazardous Material:** Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

**High Occupancy Vehicle (HOV):** Any vehicle other than driver-only automobile (e.g., vanpool, bus, or car with two or more persons).

**Housing Unit:** The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit", "Family", and "Household.")

**Impervious Surface:** Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

**Implementing Strategy:** A program, procedure, strategy or technique carried out in response to adopted policy to achieve a specific goal or objective.

**Infill Development:** Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

**Infrastructure:** Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

**Intrusive Noise:** Noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and the tonal or informational content as well as the prevailing noise level.

**Land Banking:** The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low-and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

**Landscaping:** Plantings including trees, shrubs, and ground-covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently. Landscaping may include hardscape features such as walls, fountains, paved paths, benches, etc. that are unnatural, built features.

**Landslide:** Downslope movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall.

**Lateral Spreading:** Lateral movement of soil, often as a result of liquefaction during an earthquake.

**Ldn:** Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 db weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.





**Leq:** The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

**Level of Service (Traffic):** A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

**Level of Service A:** Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

**Level of Service B:** Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

**Level of Service C:** Denotes a reasonably steady, high-volume flow of traffic, with some limitation on movement and speed, and occasional backups on critical approaches.

**Level of Service D:** Designates the level where traffic nears and unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

**Level of Service E:** Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

**Level of Service F:** Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

**Liquefaction:** The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

**Live-work Quarters:** Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

**Local Agency Formation Commission (LAFCO):** A five or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation, to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

**Low-income Household:** A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

**Mixed-use:** Properties on which various uses, such as coffee, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

**Mobile Home:** A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit")





**Moderate-income Household:** A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

**National Register of Historic Places:** The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

**Node:** An important point where people gather or where paths converge, thus providing higher-than-typical levels of activity. There are two classifications of nodes: "entry nodes" function as focal points of identity between communities; and "internal nodes" function as focal points of high activity within a community.

**Noise:** Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

**Noise Attenuation:** Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

**Noise Contour:** A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60Ldn contour (measured in dBA) require noise attenuation in residential development.

**Open-Space Land:** Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

**Ordinance:** A law or regulation set forth and adopted by a governmental authority, usually a city or county.

**Overlay:** A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

**Parcel:** A lot in a single ownership or under single control, usually considered a unit for purposes of development.

**Plan Line:** A precise line that establishes future rights-of-way along any portion of an existing proposed street or highway and which is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

**Policy:** A statement of principle or guiding action that implies a clear commitment. A direction that the Town elects to follow in order to meet its goals and objectives.

**Pollution, Non-Point:** Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

**Pollution, Point:** In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

**Private Road/Private Street:** Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site; however, aisles within and driveways serving private parking lots are not considered private roads.





**Public and Quasi-public Facilities:** Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

**Quasi-public:** A use owned or operated by a nonprofit, religious or charitable institution and providing educational, cultural, recreational, religious or similar types of public programs.

**Ridgeline:** A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

**Ridgeline Protection:** To maintain and preserve a line that connects the highest points along a ridge and separates drainage basins or small-scale drainage systems from one another.

**Right-of-way:** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

**Second Unit:** A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit intended for the elderly.

**Section 8 Rental Assistance Program:** A Federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

**Seismic:** Caused by or subject to earthquakes or earth vibrations.

**Seniors:** Persons age 62 and older. (See "Elderly.")

**Senior Housing:** See "Elderly Housing."

**Solar Access :** The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

**Solar System, Active:** A system using mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

**Solar System, Passive:** A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collect heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

**Solid Waste:** Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

**Specific Plan:** A tool authorized by Government Code Section 65450 et seq. For the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

**Sphere of Influence:** The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County.

**Streets, Major:** The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

**Streets, Minor:** Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.





**Streets, Through:** Streets that extend continuously between other major streets in the community.

**Structure:** Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences.)

**Subdivision:** The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

**Subdivision Map Act:** Section 66410 et seq. Of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

**Subsidize:** To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

**Sustainability:** Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

**Sustainable Development:** Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economics depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs (*Source: Minnesota State Legislature*).

**Tax Increment:** Additional tax revenues that result from increases in property values within a redevelopment area. State law permits that tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low and low-income housing.

**Traffic Model:** A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

**Transportation Demand Management (TDM):** A strategy for reducing on the road system by reducing the number of vehicles using the roadways and/or increasing the number of person per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in car pools, van pools, buses and trains, walking, and biking. TEM can be an element of TSM (see below).

**Transportation Systems Management (TSM):** A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

**Trip:** A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin-often from home, but not always), and one "attraction end." (destination). (See "Traffic Model.")

**Trip Generation:** The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.





**Urban Growth Boundary:** An officially adopted and mapped line dividing land to be developed from land to be protected for natural or rural uses. Urban growth boundaries are regularity tools, often designated for long periods of time (20 or more years) to provide greater certainty for both development and conservation goals. (Source: *Greenbelt Alliance*). (Also called Urban Limit Line)

**Urban Service Area:** (1) An area in which urban services will be provided and outside of which such services will not be extended. (2) Developed, undeveloped, or agricultural land, either incorporated or unincorporated, within the sphere of influence of a city, which is served or will be served during the first five years of an adopted capital improvement program by urban facilities, utilities, and services. The boundary around an urban service area is called the "urban service area boundary" and is to be developed in cooperation with a city and adopted by a Local Agency Formation Commission Government Code Section 56080.

**Urban Services:** Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

**Vehicle-Miles Traveled (VMT):** A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

**Very Low-income Household:** A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing.

**Water-efficient Landscaping:** Landscaping designed to minimize water use and maximize energy efficiency.

**Watercourse:** Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

**Watershed:** The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

**Williamson Act:** Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open-space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.









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